

I-10 CORRIDOR STUDY: Junction I-8 to Tangerine Road

Draft Environmental Assessment and Section 4(f) Evaluation

Volume II, Appendices

010 PN 199 H6773 01L
NH-010-D (ASM)



September 2010

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APPENDIX A

RECOMMENDED NOISE BARRIER LOCATIONS

This Appendix provides plan sheets for the recommended noise barrier locations for the Preferred Alternative.

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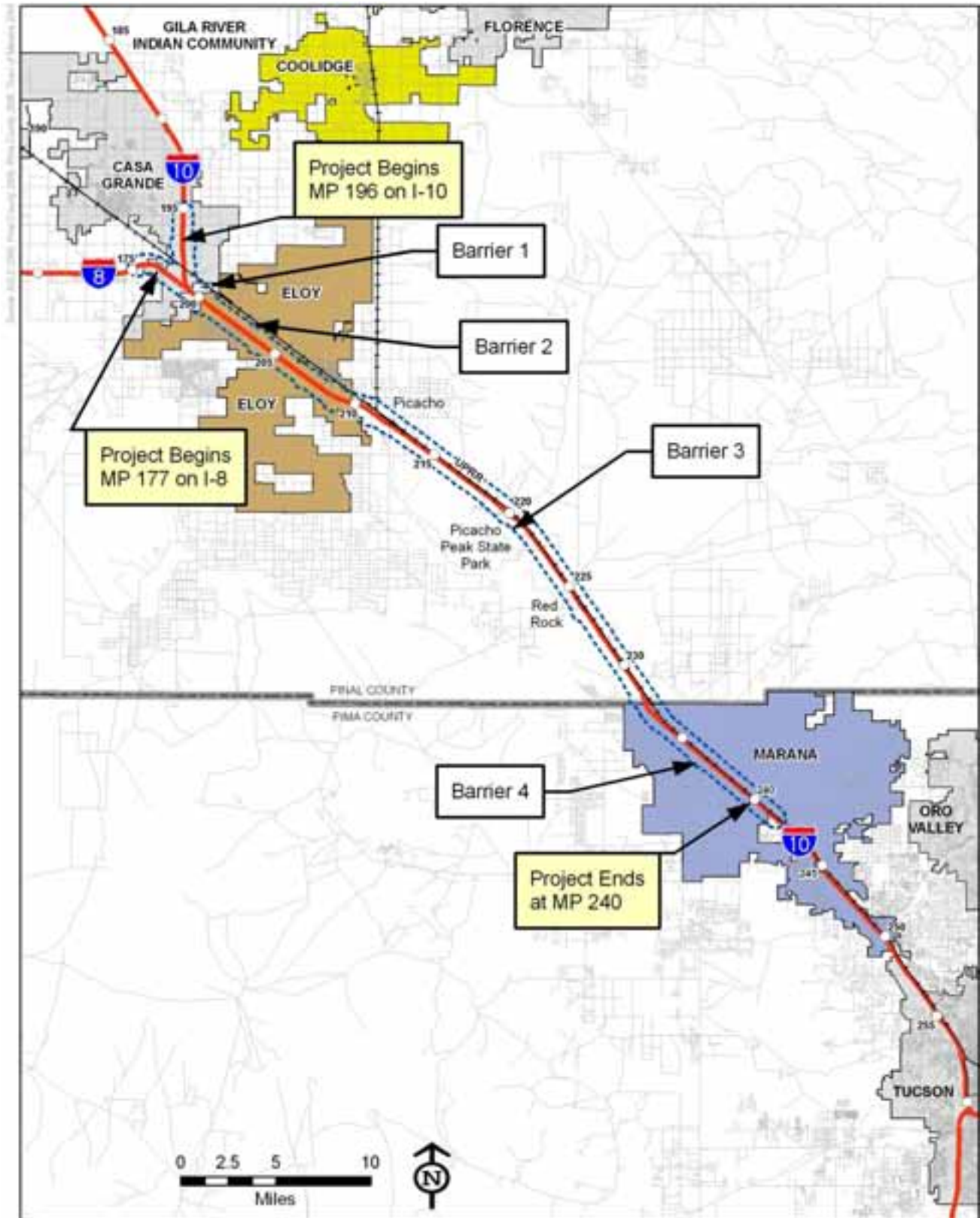


Figure A-1: Project Vicinity Map Showing General Location of the Recommended Noise Barriers.

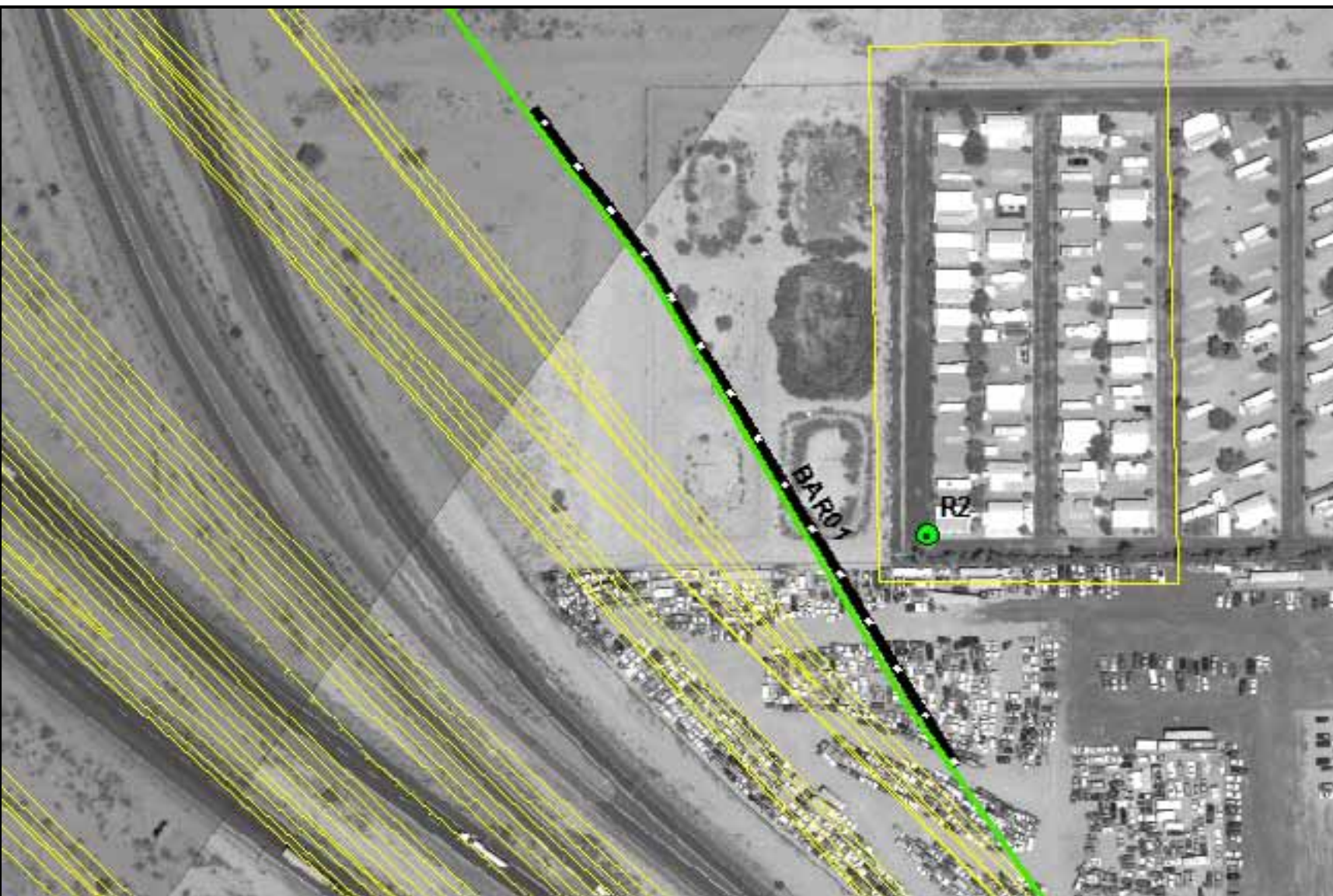


Figure A-2: Noise Barrier #1 Evaluated at Receptor Location R2 (Las Colinas RV Park) in Casa Grande.



Figure A-3: Noise Barrier #2 Evaluated at Receptor Locations R4 (Residences along W. Lee Street) and R5 (Desert Valley RV Park) in Eloy.

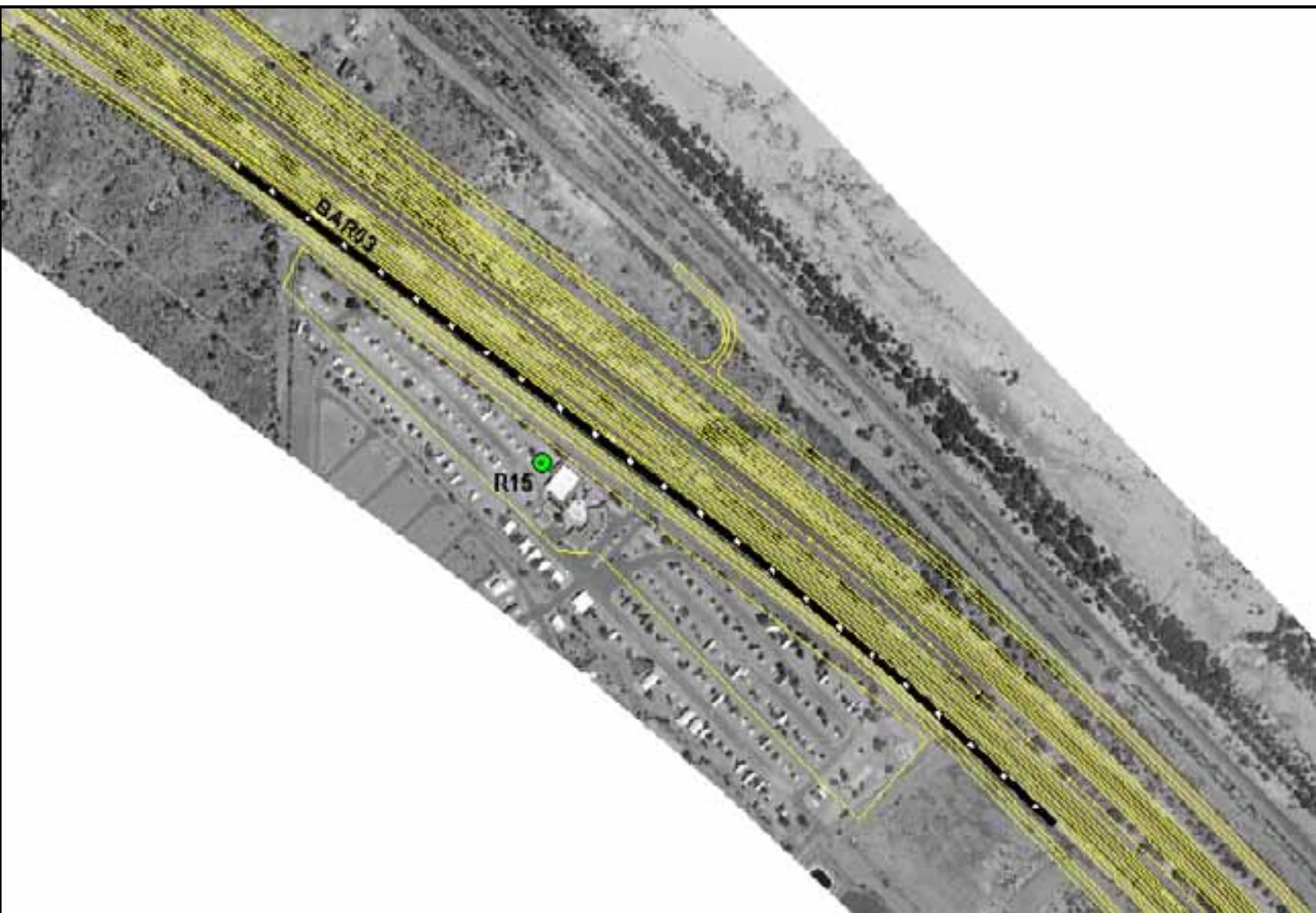


Figure A-4: Noise Barrier #3 Evaluated at Receptor Location R15 (Picacho Peak RV Resort) in Picacho.

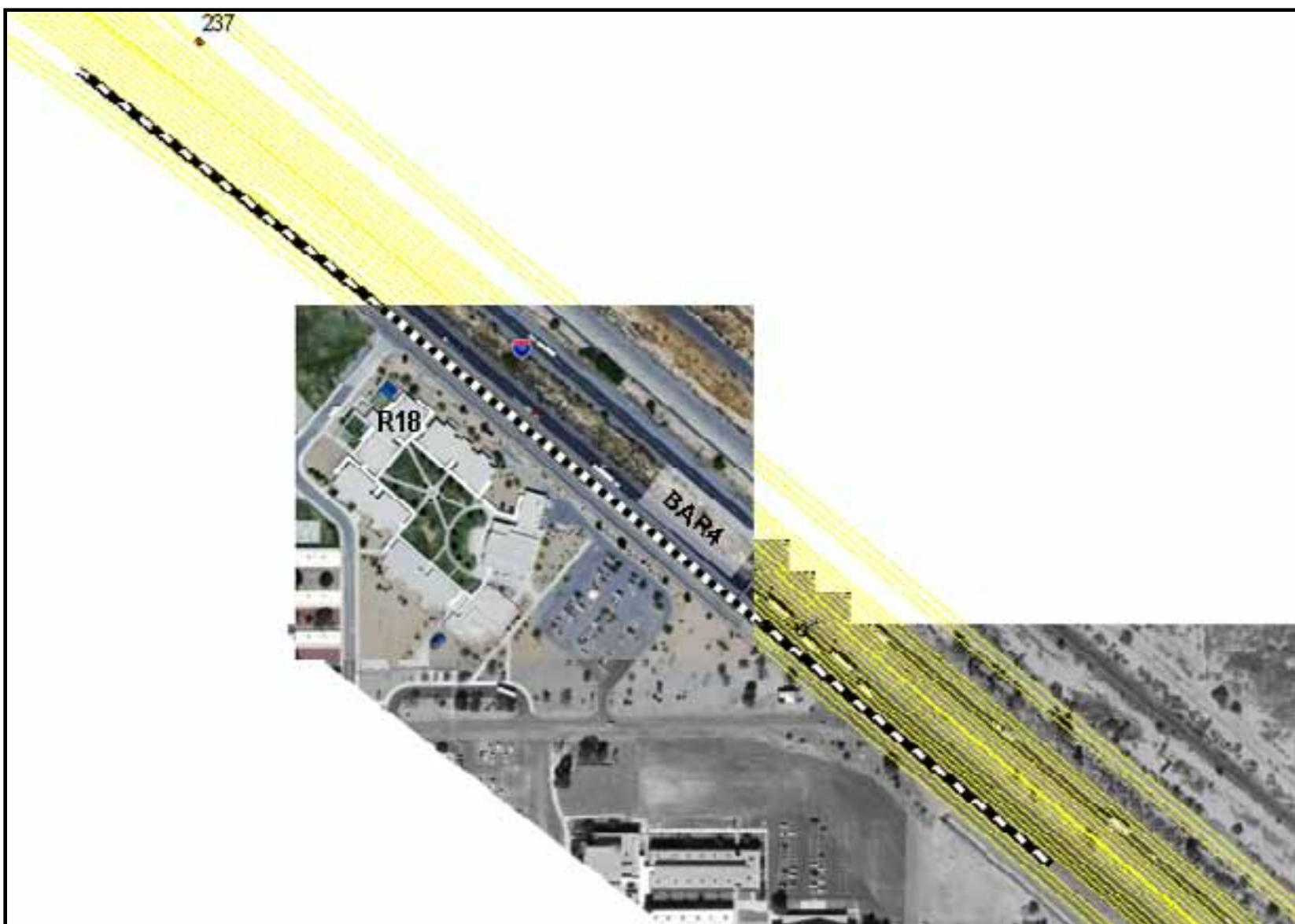


Figure A-5: Noise Barrier #4 Evaluated at Receptor Location R18 (Estes Elementary School) in Marana.

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APPENDIX B

SUMMARY OF CULTURAL RESOURCES

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Table B-1. Archaeological Sites

| No. | Designation | Type | Eligibility Status, Criterion ¹ | Jurisdiction |
|-----|---|---|--|-------------------------------------|
| 1 | Baron's HQ AZ AA:2:64 (ASM) | Historic structures (destroyed) | Requires testing | ADOT, private/municipal |
| 2 | AZ AA:2:139 (ASM) | Historic artifact scatter | Determined not eligible | ADOT |
| 3 | AZ AA:2:107 (ASM) | Historic artifact scatter | Determined eligible, D | ADOT |
| 4 | AZ AA:2:140 (ASM) | Prehistoric artifact scatter | Determined eligible, D | ADOT |
| 5 | AZ AA:2:225 (ASM) | Historic artifact scatter | Recommended not eligible | Private/municipal |
| 6 | AZ AA:2:226 (ASM) | Prehistoric artifact scatter | Recommended not eligible | Private/municipal |
| 7 | AZ AA:2:229 (ASM) | Historic artifact scatter | Determined not eligible | ADOT, private/municipal |
| 8 | AZ AA:2:141 (ASM) | Prehistoric artifact scatter | Determined eligible, D | ADOT, private/municipal |
| 9 | AZ AA:2:142 (ASM) | Prehistoric artifact scatter | Determined eligible, D | ADOT, private/municipal |
| 10 | AZ AA:2:77 (ASM) | Historic features and artifact scatter | Undetermined | Reclamation? (private/municipal) |
| 11 | AZ AA:2:76 (ASM) | Prehistoric artifact scatter | Undetermined | Reclamation? (private/municipal) |
| 12 | AZ AA:7:464 (ASM) | Multicomponent artifact scatter | Recommended eligible, D | Private/municipal |
| 13 | Picacho Station AZ AA:7:465 (ASM) | Historic railroad complex (destroyed) and artifact scatter | Undetermined | Private/municipal |
| 14 | Picacho Pass Skirmish Site - includes segments of the Butterfield Overland Trail, AZ T:14:61 [ASM], the possible site of an Overland Mail Station, and site AZ AA:7:502, which may be associated with the station | Historic Civil War battlefield site, trail segments, the possible site of a stage station, and a historic artifact scatter | Listed, A | ASLD |
| 15 | AZ AA:7:511(ASM) | Prehistoric features and multicomponent artifact scatter | Determined eligible, D | ADOT, ASP |
| 16 | AZ AA:7:504 (ASM) | Historic features and artifact scatter | Determined not eligible | ASLD, private/municipal |
| 17 | AZ AA:7:523 (ASM) | Historic artifact scatter | Determined not eligible | ADOT |

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Table B-1 (continued). Archaeological Sites

| No. | Designation | Type | Eligibility Status, Criterion¹ | Jurisdiction |
|------------|---|---|--|-------------------------------|
| 18 | Ostrich Ranch Site AZ AA:7:6/536 (ASM) | Multicomponent artifact scatter with buried hearths | Determined eligible, D | ADOT, ASLD, private/municipal |
| 19 | Aguirre Cattle Co Headquarters AZ AA:7:620(ASM) | Historic ranch (destroyed) | Determined not eligible | ADOT, private/municipal |
| 20 | Red Rock Town Site AZ AA:7:621 (ASM) | Historic town site (destroyed) | Determined eligible, D | ADOT, private/municipal |
| 21 | Red Rock Station AZ AA:7:462 (ASM) | Historic features (destroyed) and artifact scatter | Determined not eligible | ADOT, private/municipal |
| 22 | AZ AA:7:492 (ASM) | Prehistoric artifact scatter | Determined eligible, D | ADOT, private/municipal |
| 23 | AZ AA:12:872 (ASM) | Prehistoric artifact scatter | Determined eligible, D | ADOT |
| 24 | AZ AA:12:898 (ASM) | Prehistoric artifact scatter | Determined eligible, D | ADOT |
| 25 | AZ AA:12:741 (ASM) | Multicomponent artifact scatter | Determined eligible, D | ADOT, private/municipal |
| 26 | AZ AA:12:896 (ASM) | Multicomponent artifact scatter | Determined eligible, D | ADOT, private/municipal |
| 27 | AZ AA:12:683 (ASM) | Multicomponent artifact scatter | Determined eligible, D | ADOT, private/municipal |
| 28 | Anderson Clayton Marana Gin AZ AA:12:970 (ASM) | Cotton gin (destroyed) | Undetermined | Private/municipal |
| 29 | Marana Siding AZ AA:12:742 (ASM) | Historic features (destroyed) and artifacts | Determined not eligible | ADOT, Private/Municipal |
| 30 | The Adonis Site AZ AA:12:382 (ASM) | Prehistoric artifact scatter | Determined eligible, D | ADOT, private/municipal |

¹ Criterion A associated with events that have made a significant contribution to the broad patterns of our history

Criterion B associated with the lives of persons significant in our past

Criterion C embodies the distinctive characteristics of a type, period, or method of construction or that represents the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction

Criterion D has yielded, or may likely yield, information important in prehistory or history (36 CFR Part 60.4)

ADOT = Arizona Department of Transportation

ASM = Arizona State Museum

ASLD = Arizona State Land Department

ASP = Arizona State Parks

SCIP = San Carlos Irrigation Project

Table B-2. Linear Structures

| No. | Designation | Type | Eligibility Status | Jurisdiction |
|------------|--|---|-------------------------------------|---|
| 1 | Casa Grande Canal AZ AA:3:209 (ASM) | In-use irrigation canal | Determined eligible, A and C | ADOT, SCIP |
| 2 | Florence-Casa Grande Extension Canal AZ AA:2:133 (ASM) | In-use irrigation canal | Determined eligible, A and C | ADOT, SCIP |
| 3 | Historic SR 84 AZ AA:2:118 (ASM) | Historic state highway system component | Determined eligible D, contributing | ADOT, ASLD, private/municipal |
| 4 | Southern Pacific Railroad Main Line AZ Z:2:40 (ASM) | Transcontinental railroad | Determined eligible, A | ADOT, Union Pacific Railroad, private/municipal |
| 5 | Eleven Mile Road AZ AA:2:175 (ASM) | Historic road | Determined not eligible | Private/municipal |
| 6 | Sunshine Boulevard AZ AA:2:176 (ASM) | Historic road | Determined not eligible | ADOT, private/municipal |
| 7 | Southern Pacific Railroad Phoenix Branch AZ T:10:84 (ASM) | Railroad branch | Determined eligible, A | Union Pacific Railroad, private/municipal |
| 8 | El Paso Natural Gas (EPNG) Pipeline 1007 AZ AA:12:875 (ASM) | Natural gas pipeline | Determined eligible, A and C | ADOT, ASLD, ASP private/municipal |
| 9 | EPNG Lateral AZ AA:7:506 (ASM) | Natural gas pipeline | Determined eligible, A and C | ADOT, ASLD |
| 10 | AS Railroad AZ AA:10:19 (ASM) | Railroad spur | Determined non-contributing | ADOT, private/municipal |
| 11 | Maricopa-Saguaro Transmission Line AZ AA:1:95 (ASM) | Power line | Determined not eligible | ADOT, ASLD, private/municipal |
| 12 | Marana Airfield Road AZ AA:7:503 (ASM) | Historic road | Determined not eligible | ADOT, ASLD |
| 13 | Marana Airfield Railroad Spur (no ASM designation) | Railroad spur | Determined eligible, D | ADOT, ASLD |
| 14 | Cortaro Farms Canal AZ AA:12:870 (ASM) | In-use and abandoned segments of irrigation canal | Determined eligible, D | ADOT, private/municipal |

ADOT = Arizona Department of Transportation

ASM = Arizona State Museum

ASLD = Arizona State Land Department

ASP = Arizona State Parks

SCIP = San Carlos Irrigation Project

Table B-3. Historic Bridges

| No. | Structure Name/Number | Date | Eligibility Status |
|------------|---|-------------|---------------------------|
| 1 | Old SR 84 EB Picacho Overpass No. 00090 | 1932 | Recommended not eligible |
| 2 | Old SR 84 WB Picacho Overpass No. 01048 | 1959 | Recommended not eligible |
| 3 | I-10 Ramp Structure No. 06340 | 1963 | Recommended not eligible |
| 4 | I-10 Structure No. 05480 | 1963 | Determined not eligible |
| 5 | I-10 Structure No. 05482 | 1963 | Determined not eligible |
| 6 | I-10 Structure No. 05484 | 1963 | Determined not eligible |
| 7 | Battaglia Road Underpass No. 00943 | 1963 | Determined not eligible |
| 8 | I-10 Picacho Peak Overpass No. 00573 | 1960 | Determined not eligible |
| 9 | I-10 Picacho Peak Overpass No. 00572 | 1960 | Determined not eligible |
| 10 | I-10 Structure No. 05486 | 1954 | Determined not eligible |
| 11 | I-10 Structure No. 05488 | 1954 | Determined not eligible |
| 12 | I-10 Structure No. 05490 | 1954 | Determined not eligible |
| 13 | I-10 Structure No. 05492 | 1950 | Determined not eligible |
| 14 | I-10 Structure No. 05494 | 1954 | Determined not eligible |
| 15 | I-10 Structure No. 05496 | 1954 | Determined not eligible |
| 16 | I-10 Structure No. 05498 | 1954 | Determined not eligible |
| 17 | I-10 Structure No. 05500 | 1954 | Determined not eligible |
| 18 | I-10 Structure No. 05504 | 1954 | Determined not eligible |
| 19 | Red Rock Underpass No. 00592 | 1959 | Determined not eligible |
| 20 | I-10 Structure No. 05506 | 1954 | Determined not eligible |
| 21 | I-10 Structure No. 05508 | 1954 | Determined not eligible |
| 22 | I-10 Structure No. 05510 | 1954 | Determined not eligible |
| 23 | I-10 Structure No. 05512 | 1954 | Determined not eligible |
| 24 | I-10 Structure No. 05514 | 1954 | Determined not eligible |
| 25 | I-10 Structure No. 05516 | 1954 | Determined not eligible |
| 26 | I-10 Structure No. 05518 | 1954 | Determined not eligible |
| 27 | I-10 Structure No. 05520 | 1954 | Determined not eligible |
| 28 | I-10 Structure No. 05522 | 1954 | Determined not eligible |
| 29 | Pinal Air Park Underpass No. 00771 | 1964 | Determined not eligible |
| 30 | I-10 Structure No. 05525 | 1963 | Determined not eligible |
| 31 | I-10 Structure No. 05524 | 1963 | Determined not eligible |
| 32 | I-10 Structure No. 06064 | 1950 | Determined not eligible |
| 33 | I-10 Structure No. 06065 | 1931 | Determined not eligible |
| 34 | I-10 Structure No. 06066 | 1931 | Determined not eligible |
| 35 | I-10 Structure No. 05526 | 1951 | Determined not eligible |
| 36 | I-10 Structure No. 05528 | 1951 | Determined not eligible |
| 37 | I-10 Structure No. 06067 | 1931 | Determined not eligible |
| 38 | I-10 Structure No. 06068 | 1963 | Determined not eligible |
| 39 | I-10 Structure No. 06069 | 1963 | Determined not eligible |
| 40 | I-10 Marana Overpass No. 00773 | 1963 | Determined not eligible |
| 41 | I-10 Marana Overpass No. 00774 | 1963 | Determined not eligible |
| 42 | I-10 Structure No. 05530 | 1951 | Determined not eligible |

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Table B-3 (continued). Historic Bridges

| No. | Structure Name/Number | Date | Eligibility Status |
|------------|------------------------------|-------------|---------------------------|
| 43 | I-10 Structure No. 06053 | 1931 | Determined not eligible |
| 44 | I-10 Structure No. 05532 | 1951 | Determined not eligible |
| 45 | I-10 Structure No. 06044 | 1931 | Determined not eligible |
| 46 | I-10 Structure No. 05534 | 1951 | Determined not eligible |
| 47 | I-10 Structure No. 06054 | 1931 | Determined not eligible |
| 48 | I-10 Structure No. 05536 | 1951 | Determined not eligible |
| 49 | I-10 Structure No. 06055 | 1931 | Determined not eligible |
| 50 | I-10 Structure No. 05538 | 1963 | Determined not eligible |
| 51 | I-10 Structure No. 06041 | 1931 | Determined not eligible |
| 52 | I-10 Structure No. 05540 | 1951 | Determined not eligible |
| 53 | I-10 Structure No. 06056 | 1931 | Determined not eligible |

WB = westbound

EB = eastbound

Table B-4. Historic Buildings, Districts, and Landscapes

| No. | Name | Type | Eligibility Status | Jurisdiction |
|------------|---|--|---------------------------|---------------------|
| 1 | Eloy, Picacho, Red Rock, and Marana Agricultural Fields | Rural historic (agricultural) landscapes | Determined not eligible | Private/municipal |
| 2 | Two Houses at Sunshine Boulevard | Historic buildings | Determined not eligible | Private/municipal |
| 3 | Pecan Orchards | Rural historic (agricultural) landscape | Determined not eligible | Private/municipal |
| 4 | Picacho Town District | Historic district | Determined not eligible | Private/municipal |
| 5 | Red Rock District | Historic district | Determined not eligible | Private/municipal |
| 6 | Red Rock Station House | Historic building | Determined not eligible | Private/municipal |

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APPENDIX C

PROGRAMMATIC AGREEMENT FOR CULTURAL RESOURCES

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PROGRAMMATIC AGREEMENT

AMONG

**FEDERAL HIGHWAY ADMINISTRATION
ARIZONA STATE HISTORIC PRESERVATION OFFICE
ARIZONA DEPARTMENT OF TRANSPORTATION
US ARMY CORPS OF ENGINEERS
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY
US BUREAU OF LAND MANAGEMENT
US BUREAU OF RECLAMATION
THE CITY OF PHOENIX
THE CITY OF TEMPE
THE CITY OF CHANDLER
THE TOWN OF GUADALUPE
THE SALT RIVER PROJECT
THE SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY
THE GILA RIVER INDIAN COMMUNITY
THE HOPI TRIBE
THE FORT MCDOWELL YAVAPAI NATION
ARIZONA STATE MUSEUM**

**REGARDING THE REGARDING THE I-10 CORRIDOR IMPROVEMENT PROJECT
PROJECT NO. NH-010-C(ADH)
TRACS NO. 010 MA 146 H5454 01L
MARICOPA COUNTY, ARIZONA**

WHEREAS, the Federal Highway Administration (FHWA) is planning a corridor improvement project along Interstate 10 (I-10), a federally funded project in Maricopa County, Arizona (hereafter referred to as “the Project”); and

WHEREAS, the area of potential effect (APE) for the Project is defined as the existing roadway right-of-way (ROW) on I-10 between Buckeye Road at milepost 148.9 and Ray Road at milepost 158.9, as well as new ROW as fully described in Appendix A; and

WHEREAS, project construction will occur on land owned by the Arizona Department of Transportation (ADOT), private land, and public lands administered by the Flood Control District of Maricopa County; and

WHEREAS, the proposed project may have an adverse effect upon archaeological sites and/or historical resources that may be listed on or eligible for listing on the National Register of Historic Places and may possibly have effects to unidentified subsurface archaeological resources; and

WHEREAS, ADOT, acting as agent for FHWA has participated in consultation and has been invited to be a signatory to this Programmatic Agreement (Agreement); and

WHEREAS, the FHWA has consulted with the Advisory Council on Historic Preservation (Council), the Arizona State Historic Preservation Office (SHPO), the US Army Corps of Engineers, Flood Control District of Maricopa County, US Bureau of Land Management, the US Bureau of Reclamation, the City of Phoenix, the City of Tempe, the City of Chandler, the Town of Guadalupe, the Salt River Project, the Salt River Pima-Maricopa Indian Community, the Gila River Indian Community, the Hopi Tribe, the Fort McDowell Yavapai Nation, and the Arizona State Museum (ASM) in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR §800.6(b)(2)) to resolve the possible adverse effects of the Project on historic properties; and

WHEREAS, the Indian Tribes that may attach religious or cultural importance to affected properties have been consulted [pursuant to 36 CFR § 800.2 (c)(2)(ii)(A-F)], and the Salt River Pima-Maricopa Indian Community, the Gila River Indian Community, the Hopi Tribe, and the Fort McDowell Yavapai Nation have been invited to be concurring parties in this Agreement; and

WHEREAS, in their role as lead federal agency, FHWA has consulted with the Arizona State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) as revised in 2000; and

WHEREAS, the Council elected not to participate in this Agreement; and

WHEREAS, by their signature all parties agree that the regulations specified in the ADOT document, “ADOT Standard Specifications for Road and Bridge Construction” (Section 104.12, 2000) will account for the cultural resources in potential material sources used in project construction; and

WHEREAS, an agreement regarding the treatment and disposition of Human Remains, Associated/Unassociated Funerary Objects, Sacred Objects and Objects of Cultural Patrimony would be developed pursuant to A.R.S. § 41-844 and 41-865, and the Archaeological Resources Protection Act of 1979 (ARPA; Section 4.b.3 and 4.c); and

WHEREAS, Human Remains, Associated/Unassociated Funerary Objects, Sacred Objects and Objects of Cultural Patrimony recovered will be treated in accordance with A.R.S. § 41-844 and 41-865, and the Native American Graves and Protection Repatriation Act (NAGPRA); and

WHEREAS, the data recovery necessitated by the Project, when located on state land, must be permitted by ASM pursuant to A.R.S. § 41-842; and

WHEREAS, the data recovery necessitated by the Project, when located on Federal land, must be permitted through an ARPA permit; and

WHEREAS, this Agreement addresses all phases, segments, and elements of the Undertaking; and

NOW, THEREFORE, all parties agree that upon FHWA’s decision to proceed with the Project, FHWA shall ensure that the following stipulations are implemented in order to take into account

the effects of the Project on historic properties, and that these stipulations shall govern the Project and all of its parts until this Agreement expires or is terminated.

Stipulations

FHWA will ensure that the following measures are carried out.

1. Geotechnical Investigations

As geotechnical investigation may adversely impact historic properties within the project's corridor, FHWA proposes that historic properties would be avoided by geotechnical investigations wherever possible. In the event that historic properties cannot be avoided, FHWA, in consultation with the consulting parties, shall determine appropriate treatment for the historic property. Data recovery at geotechnical investigation locations requires that a Work Plan, as described below, be developed. Geotechnical investigations outside the boundaries of historic properties may proceed prior to the completion of any data recovery required at other locations.

2. Development of a Data Recovery Work Plan

The data recovery plan will be submitted by ADOT, on behalf of FHWA, to all parties to this Agreement for 30 calendar days' review. The data recovery plan will be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734-37). Unless any signatory or concurring party objects to the data recovery plan within 30 calendar days after receipt of the plan, FHWA shall ensure that it is implemented prior to construction.

3. The Data Recovery Work Plan (the Work Plan) will specify:

- a) The properties or portions of properties where data recovery is to be carried out. Also, it will specify any property or portion of property that would be destroyed or altered without treatment;
- b) The results of previous research relevant to the project, the research questions to be addressed through data recovery, with an explanation of their relevance and importance;
- c) The field and laboratory analysis methods to be used, with an explanation of their relevance to the research questions;
- d) The methods to be used in analysis, data management, and dissemination of data to the professional community and the public, including a proposed schedule for project tasks, including a schedule for the submission of draft and final reports to consulting parties;
- e) The proposed disposition and curation of recovered materials recovered from State lands and associated records, in accordance with A.R.S. § 41-842);

- f) The proposed disposition and curation of materials recovered from Federal lands and associated records, in accordance with ARPA (Section 4.b.3);
- g) Procedures for monitoring, evaluating and treating discoveries of unexpected or newly identified properties during construction of the project, including consultation with other parties;
- h) A protocol for the treatment of human remains, in the event that such remains are discovered, describing methods and procedures for the recovery, inventory, treatment, and disposition of Human Remains, Associated Funerary Objects, and Objects of Cultural Patrimony. This protocol will reflect concerns and/or conditions identified as a result of consultations among parties to this Agreement.

4. Review and comment on the Data Recovery Work Plan

- a) Upon receipt of a draft of the Work Plan, ADOT, on behalf of FHWA, will review and subsequently submit such documents concurrently to all consulting parties for review. All consulting parties will have 30 calendar days from receipt to review and provide comments to ADOT. All comments shall be in writing with copies provided to the other consulting parties. Lack of response within this review period shall be taken as concurrence with the plan.
- b) If revisions to the Work Plan are made, all consulting parties will have 20 calendar days from receipt to review the revisions and provide comments to ADOT. Lack of response within this review period will be taken as concurrence with the plan or report.
- c) Once the Data Recovery Plan is determined adequate by all parties (with SHPO concurrence), FHWA shall issue authorization to proceed with the implementation of the Plan, subject to obtaining all necessary permits.
- d) Final drafts of the Data Recovery Plan will be provided to all consulting parties.

5. Review and Comment on Preliminary Report of Findings and Recommendations

- a) Upon completion of fieldwork, the institution, firm, or consultant responsible for the work will prepare and submit to ADOT a brief Preliminary Report of Findings and Recommendations.
- b) Upon receipt of a draft of the Preliminary Report of Findings and Recommendations, ADOT, on behalf of FHWA, will review and subsequently submit such documents concurrently to all consulting parties for review. All consulting parties will have 30 calendar days from receipt to review and provide comments to ADOT. All comments shall be in writing with copies provided to the other consulting parties. Lack of response within this review period will be taken as concurrence with the Preliminary Report of Findings and Recommendations.
- c) If revisions to the Preliminary Report of Findings and Recommendations are made, all consulting parties have 20 calendar days from receipt to review the revisions and provide

comments to ADOT. Lack of response within this review period will be taken as concurrence with the report.

- d) Once the Preliminary Report of Findings and Recommendations has been accepted as a final document, ADOT, on behalf of FHWA, will notify appropriate project participants that construction may proceed.

6. Review and Comment on Data Recovery Report

- a) Within 180 days of completion of data recovery, a Draft Data Recovery Report will be prepared and submitted to ADOT, and will incorporate all appropriate data analyses and interpretations.
- b) Upon receipt of the Draft Data Recovery Report, ADOT, on behalf of FHWA, will review and subsequently submit the Draft Data Recovery Report concurrently to all consulting parties for review. All consulting parties will have 30 calendar days from receipt to review and provide comments to ADOT. All comments shall be in writing with copies provided to the other consulting parties. Lack of response within this review period will be taken as concurrence with the Draft Data Recovery Report.
- c) If revisions to the Draft Data Recovery Report are made, all consulting parties shall have 20 calendar days from receipt to review the revisions and provide comments to ADOT. Lack of response within this review period will be taken as concurrence with the Draft Data Recovery Report.

7. Standards for Monitoring and Data Recovery

All historic preservation work carried out pursuant to this Agreement shall be carried out by or under the supervision of a person, or persons, meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards (48 FR 44738-44739).

8. Curation

- a) All materials and records resulting from the data recovery program conducted within the APE on State or private land shall be curated in accordance with ASM. Curation shall take place in accordance with A.R.S 41-842 and ABOR Chapter VIII. The repository for materials either will be ASM or one that meets those standards and guidelines. Materials subject to repatriation under A.R.S. § 41-844 and A.R.S. § 41-865 shall be maintained in accordance with the burial agreement.
- b) All materials and records resulting from the data recovery program conducted within the APE on Federal land shall be curated at a repository agreed upon by the land managing agency and consulting parties to this Agreement. The repository for materials shall be in accordance with ARPA (Section 4.b.3).

9. Additional Inventory Survey

ADOT, on behalf of FHWA, in consultation with all parties to this agreement shall ensure that new inventory surveys are completed for all additional rights-of-way, temporary

construction easements, and any added staging or use areas, as appropriate, and that these inventories will include determinations of eligibility that are made in accordance with Section 106 for all identified cultural resources. Should any party to this Agreement disagree with FHWA regarding eligibility, the SHPO shall be consulted and resolution sought within 20 calendar days. If FHWA and SHPO disagree on eligibility, FHWA shall request a formal determination from the Advisory Council on Historic Preservation and/or the Arizona Historical Advisory Commission.

10. Objection by a Signatory or Concurring Party

Should any signatory or concurring party to this Agreement object within 30 days to any plan or report provided for review or to any aspect of this undertaking related to historic preservation issues, FHWA shall consult with the objecting party to resolve the objection. If the objection cannot be resolved, FHWA shall request further comments of the SHPO with reference only to the subject of the dispute; FHWA's responsibility to carry out all actions under this Agreement that are not the subject of the dispute will remain unchanged.

11. Discoveries

If potential historic or prehistoric archaeological materials or properties or human remains are discovered after construction begins, the person in charge of the construction shall require construction to immediately cease within the area of the discovery, take steps to protect the discovery, and promptly report the discovery to the ADOT Historic Preservation Specialist, representing FHWA. The ADOT Historic Preservation Specialist, representing FHWA shall notify and consult with appropriate agencies.

- a) If the discovery appears to involve human remains or remains as defined in ASM rules implementing A.R.S. § 41-844 and 41-865, the Director of ASM shall be notified. In consultation with the Director, ADOT, on behalf of FHWA, and the person in charge of construction shall ensure that the discovery is treated according to the burial agreement.
- b) If remains are not involved, and the discovery is located on state land, ADOT, on behalf of FHWA, shall notify ASM as required under A.R.S. § 41-844. ADOT, on behalf of FHWA in consultation with the Director and SHPO, if appropriate, shall determine if the Work Plan previously approved by ASM according to Stipulation 2 is appropriate to the nature of the discovery. If appropriate, the Work Plan shall be implemented by ADOT, on behalf of FHWA. If the Work Plan is not appropriate to the discovery, FHWA shall ensure that an alternate plan for the resolution of adverse effect is developed and distributed to the consulting parties, who will have 48 hours to review and comment upon the alternate plan. FHWA shall consider the resulting comments, and shall implement the alternate plan once a project specific permit has been issued.
- c) If remains are not involved and the discovery is located on private land, ADOT, on behalf of FHWA, shall evaluate the discovery, and SHPO shall be notified as appropriate. The ADOT Historic Preservation Specialist, on behalf of FHWA, shall determine if the plan previously approved according to Stipulation 2 is appropriate to

the nature of the discovery. If appropriate, the Plan shall be implemented by ADOT, on behalf of FHWA. If the Plan is not appropriate to the discovery, FHWA shall ensure that an alternate plan for the resolution of adverse effect is developed and circulated to the consulting parties, who will have 48 hours to review and comment upon the alternate plan. FHWA shall consider the resulting comments, and shall implement the alternate plan once a project specific permit has been issued.

12. Amendments

This Agreement may be amended by the signatories pursuant to 36 CFR § 800.6 (c) (7). FHWA shall file any amendments with the Council and provide notice to the concurring parties.

13. Termination

Any signatory may terminate the Agreement by providing 30 day written notification to the other signatories. During this 30-day period, the signatories may consult to seek agreement on amendments or other actions that would avoid termination pursuant to 36 CFR § 800.6 (b). If the parties cannot agree on actions to resolve disagreements, FHWA will comply with 36 CFR § 800.7(a).

14. In the event that FHWA or ADOT cannot carry out the terms of this agreement, the FHWA will comply with 36 CFR § 800.3 through 800.6.

15. There shall be an annual meeting between FHWA, SHPO, and ADOT to review the effectiveness and application of this agreement, to be held on or near the anniversary date of the execution of this agreement.

This agreement shall be null and void if its terms are not carried out within ten (10) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms.

Execution of this Agreement by the signatories and its subsequent filing with the Council is evidence that the Federal Highway Administration has afforded the Advisory Council on Historic Preservation an opportunity to comment on the I-10 Corridor Improvement project and its effects on historic properties, and that the Federal Highway Administration has taken into account the effects of the undertaking on historic properties.

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

By _____

Date_____

Title _____

ARIZONA STATE HISTORIC PRESERVATION OFFICER

Execution of this Agreement by the signatories and its subsequent filing with the Council is evidence that the Federal Highway Administration has afforded the Advisory Council on Historic Preservation an opportunity to comment on the Project and its effects on historic properties, and that the Federal Highway Administration has taken into account the effects of the undertaking on historic properties.

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

By Mary E. Fry

Date 7-11-2008

Title ENVIRONMENTAL COORDINATOR

ARIZONA STATE HISTORIC PRESERVATION OFFICE

By James W. Samson

Date 11/25/08

Title AZSHPO

BUREAU OF RECLAMATION

By _____

Date _____

Title _____

SAN CARLOS IRRIGATION PROJECT

By _____

Date _____

Title _____

INVITED SIGNATORY

ARIZONA DEPARTMENT OF TRANSPORTATION

By Shor Anderson

Date 7-2-08

Title Manager, Environmental Planning Group

Execution of this Agreement by the signatories and its subsequent filing with the Council is evidence that the Federal Highway Administration has afforded the Advisory Council on Historic Preservation an opportunity to comment on the Project and its effects on historic properties, and that the Federal Highway Administration has taken into account the effects of the undertaking on historic properties.

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

By: *Mary E. Faye*

Date *7-11-2008*

Title *ENVIRONMENTAL COORDINATOR*

ARIZONA STATE HISTORIC PRESERVATION OFFICE

By

Date ..

Title

BUREAU OF RECLAMATION

By

Date ..

Title

SAN CARLOS IRRIGATION PROJECT

By *D. San*

Date *7/3/08*

Title *PROJECT MANAGER*

INVITED SIGNATORY

ARIZONA DEPARTMENT OF TRANSPORTATION

By *Shirley Anderson*

Date *7-2-08*

Title *Manager, Environmental Planning Group*

Execution of this Agreement by the signatories and its subsequent filing with the Council is evidence that the Federal Highway Administration has afforded the Advisory Council on Historic Preservation an opportunity to comment on the Project and its effects on historic properties, and that the Federal Highway Administration has taken into account the effects of the undertaking on historic properties.

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

By Mary E. Faye

Date 7-11-2008

Title ENVIRONMENTAL COORDINATOR

ARIZONA STATE HISTORIC PRESERVATION OFFICE

By _____

Date _____

Title _____

BUREAU OF RECLAMATION

By Kelly M. Miller

Date 9/27/08

Title Acting Area Manager

SAN CARLOS IRRIGATION PROJECT

By _____

Date _____

Title _____

INVITED SIGNATORY

ARIZONA DEPARTMENT OF TRANSPORTATION

By Shor Anderson

Date 7-2-08

Title Manager, Environmental Planning Group

APPENDIX A: DESCRIPTION OF THE AREA OF POTENTIAL EFFECT I-10 CORRIDOR IMPROVEMENT PROJECT

The total area of disturbance for the Interstate 10 (I-10) Corridor Improvement Study is planned within the limits of US 60 west of Mill Avenue; State Route 143 (SR 143) from I-10 to approximately 100 feet south of the Salt River; I-10 north of Ray Road; westbound I-10 south of Jefferson Street; eastbound I-10 south of Roosevelt Street; Interstate 17 (I-17) east of 10th Avenue; and the limits at the traffic interchanges shown in the following table.

| Traffic Interchange | Limits of Potential Disturbance |
|----------------------------------|--|
| I-17 and 7 th Avenue | Along 7 th Avenue north to Mohave Street and south to Gibson Lane. |
| I-17 and Central Avenue | Along Central Avenue north to Apache Street and south to Watkins Road. |
| I-17 and 7 th Street | Along 7 th Street north to Mohave Street and south to Watkins Road. |
| I-17 and 16 th Street | Along 16 th Street north to 50 feet south of the entrance to Barrios Unidos Park and south to the Salt River. |
| I-10 and 24 th Street | Along 24 th Street north to 100 feet north of Old Tower Road and south to University Drive. |
| I-10 and 32 nd Street | Along 32 nd Street north to Elwood Street and south to Wood Drive. |
| I-10 and 40 th Street | Along 40 th Street north to Elwood Street and south to Broadway Road. |

The Area of Potential Effect (APE) was developed through background research including a literature review that encompassed one half mile on either side of the existing ADOT right-of-way (R/W); a review of historic surveys within the general project area; and a windshield survey of parcels within approximately 200 feet of the existing ADOT R/W.

For purposes of cultural resource identification and effect determination, the APE within these project limits varies throughout the corridor to be approximately 200 feet on either side of the existing ADOT R/W to include parcels that are adjacent to or overlap these boundaries.

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APPENDIX D

FARMLAND CONVERSION IMPACT RATING FORM

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**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

| | | | |
|---|--|--|---|
| PART I (To be completed by Federal Agency) | | 3. Date of Land Evaluation Request 9/29/08 | Sheet 1 of 1 |
| 1. Name of Project I-10 Corridor Study; I-8 to Tangerine Rd. | | 5. Federal Agency Involved Federal Highway Administration | |
| 2. Type of Project Highway Widening | | 6. County and State Pima and Pinal, AZ | |
| PART II (To be completed by NRCS) | | 1. Date Request Received by NRCS 10/2/08 | 2. Person Completing Form Steve Smarik |
| 3. Does the corridor contain (prime, unique statewide or local important farmland)? (If no, the FPPA does not apply - Do not complete additional parts of this form.) YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | | 4. Acres Irrigated 336 | |
| 5. Major Crop(s) Cotton, Wheat, Alfalfa | | 6. Farmable Land in Government Jurisdiction Acres: 1047112 % 30 | |
| 7. Name of Land Evaluation System Used | | 8. Amount of Farmland As Defined in FPPA Acres: 256,042 % 24 | |
| | | 9. Date Land Evaluation Returned by NRCS 3/5/09 | |

| | | | | |
|--|---|------------|------------|------------|
| PART III (To be completed by Federal Agency) | Alternative Corridor For Segment | | | |
| | Corridor A | Corridor B | Corridor C | Corridor D |
| A. Total Acres To Be Converted Directly | 1019 | | | |
| B. Total Acres To Be Converted Indirectly, Or To Receive Services | 0 | | | |
| C. Total Acres In Corridor | 1019 | 0 | 0 | 0 |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | | |
| A. Total Acres Prime And Unique Farmland | 336 | | | |
| B. Total Acres Statewide And Local Important Farmland | - | | | |
| C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted | 13 | | | |
| D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value | 80 | | | |
| PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points) | 88 | | | |

| | | | | | |
|--|----------------|----|---|---|---|
| PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) | Maximum Points | | | | |
| 1. Area In Nonurban Use | 15 | 15 | | | |
| 2. Perimeter In Nonurban Use | 10 | 10 | | | |
| 3. Percent Of Corridor Being Farmed | 20 | 0 | | | |
| 4. Protection Provided By State And Local Government | 20 | 0 | | | |
| 5. Size of Present Farm Unit Compared To Average | 10 | 0 | | | |
| 6. Creation Of Nonfarmable Farmland | 25 | 0 | | | |
| 7. Availability Of Farm Support Services | 5 | 5 | | | |
| 8. On-Farm Investments | 20 | 5 | | | |
| 9. Effects Of Conversion On Farm Support Services | 25 | 0 | | | |
| 10. Compatibility With Existing Agricultural Use | 10 | 10 | | | |
| TOTAL CORRIDOR ASSESSMENT POINTS | 160 | 49 | 0 | 0 | 0 |

| | | | | |
|---|-----|-----|---|---|
| PART VII (To be completed by Federal Agency) | | | | |
| Relative Value Of Farmland (From Part V) | 100 | 88 | | |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160 | 49 | 0 | 0 |
| TOTAL POINTS (Total of above 2 lines) | 260 | 137 | 0 | 0 |

| | | | |
|----------------------------|--|-----------------------|---|
| 1. Corridor Selected: A | 2. Total Acres of Farmlands to be Converted by Project: 336 | 3. Date Of Selection: | 4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |
| 5. Reason For Selection: | | | |

The I-10 corridor is already established. Other build alternatives were evaluated and found infeasible.

Signature of Person Completing This Part: _____ DATE: March 10, 2009

NOTE: Complete a form for each segment with more than one Alternate Corridor

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APPENDIX E

SONORAN DESERT TORTOISE HANDLING GUIDELINES

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GUIDELINES FOR HANDLING SONORAN DESERT TORTOISES
ENCOUNTERED ON DEVELOPMENT PROJECTS
Arizona Game and Fish Department
Revised October 23, 2007

The Arizona Game and Fish Department (Department) has developed the following guidelines to reduce potential impacts to desert tortoises, and to promote the continued existence of tortoises throughout the state. These guidelines apply to short-term and/or small-scale projects, depending on the number of affected tortoises and specific type of project.

The Sonoran population of desert tortoises occurs south and east of the Colorado River. Tortoises encountered in the open should be moved out of harm's way to adjacent appropriate habitat. If an occupied burrow is determined to be in jeopardy of destruction, the tortoise should be relocated to the nearest appropriate alternate burrow or other appropriate shelter, as determined by a qualified biologist. Tortoises should be moved less than 48 hours in advance of the habitat disturbance so they do not return to the area in the interim. Tortoises should be moved quickly, kept in an upright position parallel to the ground at all times, and placed in the shade. Separate disposable gloves should be worn for each tortoise handled to avoid potential transfer of disease between tortoises. Tortoises must not be moved if the ambient air temperature exceeds 40° Celsius (105° Fahrenheit) unless an alternate burrow is available or the tortoise is in imminent danger.

A tortoise may be moved up to one-half mile, but no further than necessary from its original location. If a release site, or alternate burrow, is unavailable within this distance, and ambient air temperature exceeds 40° Celsius (105° Fahrenheit), the Department should be contacted to place the tortoise into a Department-regulated desert tortoise adoption program. Tortoises salvaged from projects which result in substantial permanent habitat loss (e.g. housing and highway projects), or those requiring removal during long-term (longer than one week) construction projects, will also be placed in desert tortoise adoption programs. *Managers of projects likely to affect desert tortoises should obtain a scientific collecting permit from the Department to facilitate temporary possession of tortoises.* Likewise, if large numbers of tortoises (>5) are expected to be displaced by a project, the project manager should contact the Department for guidance and/or assistance.

Please keep in mind the following points:

- . These guidelines do not apply to the Mojave population of desert tortoises (north and west of the Colorado River). Mojave desert tortoises are specifically protected under the Endangered Species Act, as administered by the U.S. Fish and Wildlife Service.
- . These guidelines are subject to revision at the discretion of the Department. We recommend that the Department be contacted during the planning stages of any project that may affect desert tortoises.
- . Take, possession, or harassment of wild desert tortoises is prohibited by state law. Unless specifically authorized by the Department, or as noted above, project personnel should avoid disturbing any tortoise.

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APPENDIX F

SUMMARY OF PROJECT SCOPING AND PUBLIC INVOLVEMENT

| | |
|---|------|
| Summary of Project Scoping | F-2 |
| Public Scoping Comment Summary | F-12 |
| Summary of Public Meetings | F-17 |
| Summary of Picacho Neighborhood Meeting | F-41 |

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Summary of Project Scoping

Introduction

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have begun a study of potential improvements to Interstate 10 (I-10) beginning at the Junction with Interstate 8 (I-8) in Casa Grande and continuing east to Tangerine Road (see Figure 1: Project Location Map and Figure 2: Project Vicinity Map). The study will evaluate improvements to traffic flow and roadway capacity while avoiding or minimizing environmental, social, and economic impacts within the project limits. The purpose of the study is to evaluate improvements to the existing roadway to meet traffic demand anticipated in the design year. The year in the future for which the transportation facility will be designed to operate (known as the “design year”) for this project is 2030.

The study will provide a long range corridor plan for I-10 from the junction with I-8 to Tangerine Road (milepost 199 to 240). This portion of I-10 is anticipated to experience a substantial increase in vehicles due to population growth and planned development within the corridor. Without future improvements, this portion of I-10 will not be able to provide the capacity needed to handle projected traffic volumes.

The Scoping Process

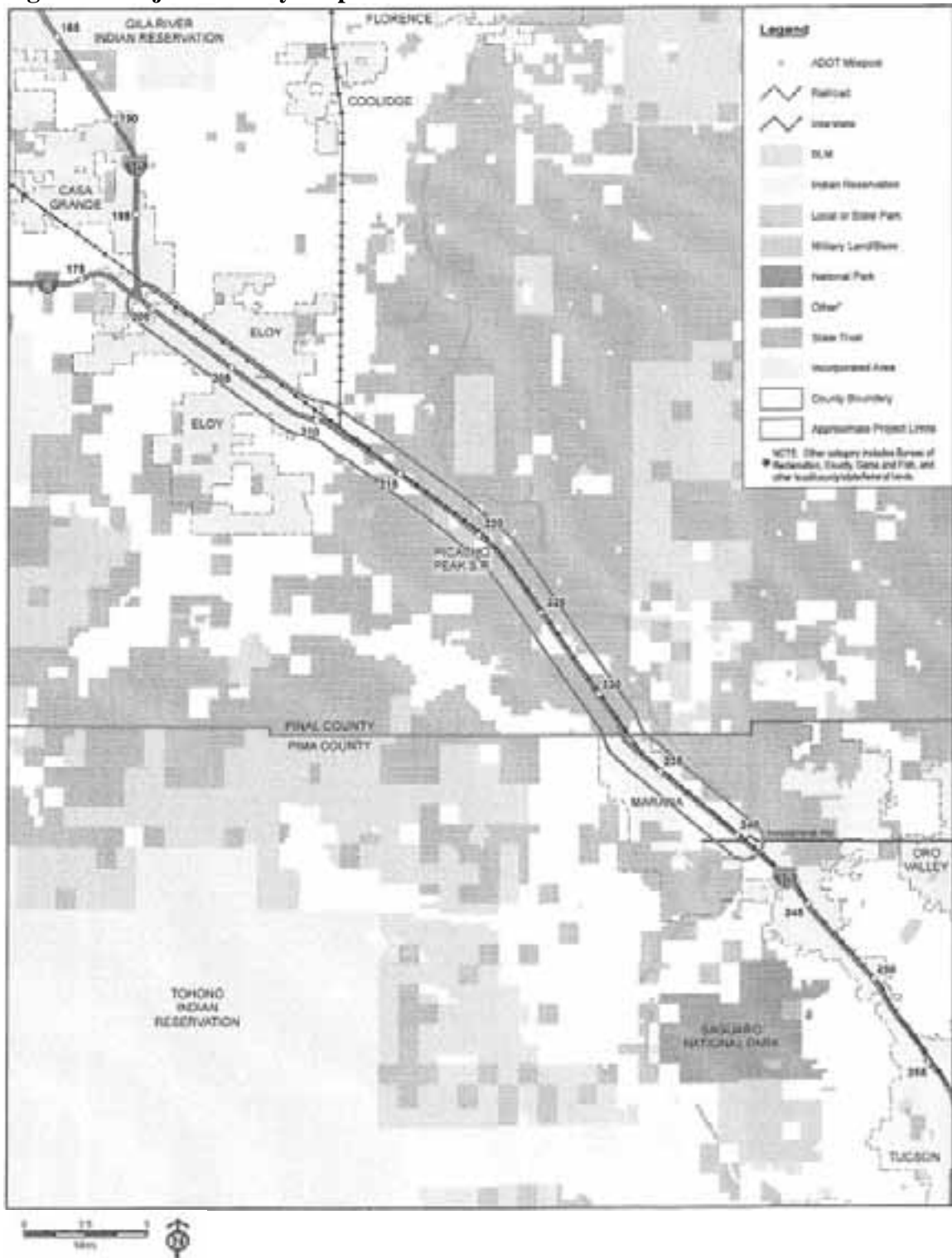
The purpose of the scoping process is to identify potential issues, concerns, and opportunities (ICOs) that should be considered in the development of alternatives and environmental studies for the proposed highway improvements. ICO information was obtained from area residents, business owners, and government agency representatives through public and agency scoping meetings.

Agency Scoping

An agency scoping meeting was held on May 16, 2006, at 9:00 a.m. at the Marana Municipal Complex Conference Center. Notice of the meeting was sent to representatives of federal, state, and local agencies. The list of invited agency representatives, the meeting handouts, presentation, invitation, agenda, sign-in sheet, and meeting minutes are included in Appendix 1 along with letters received from agencies in response to the scoping invitation letter.

The meeting was attended by representatives of ADOT, FHWA, the U.S. Fish and Wildlife Service (USFWS), the City of Casa Grande, Arizona State Parks-Picacho Peak State Park, the Town of Marana, Pima Association of Governments, Central Arizona Association of Governments, Pinal County, City of Eloy, Arizona State Land Department (ASLD), Arizona Department of Public Safety (DPS), DMJM Harris, EcoPlan, Gordley Design Group, and Cambridge Systematics. The meeting was opened with a presentation which provided an overview of the project, the project objectives, discussion of the National Environmental Policy Act (NEPA) process, the purpose and need for the project, and planned action items and next steps. Following the presentation, an open discussion period was provided for attendees to share their specific issues, concerns, and opportunities for the project.

Figure 2: Project Vicinity Map



Agency Issues and Concerns

At the meeting, the agency representatives voiced the following ICOs regarding engineering considerations, alternate mode considerations, state trust lands, and environmental effects.

Engineering Considerations

- Drainage Issues
 - § Floodplains – water from Picacho Peak and the Tortolita Fan drains to I-10.
 - § Drainage crossings – there are many dip sections and 150 mainline crossings.
 - § During a 100 year flood event, McClellan Wash flows over top of the freeway. This is an existing condition from the 1960s, which may or may not be an issue now because of the completion of the CAP canal.
 - § Drainage data collection will need to be coordinated with FEMA and/or Army Corps.
- Railroad Issues
 - § Union Pacific Railroad (UPRR) will be adding an additional track; they are currently at capacity. UPRR will be at capacity with the future additional track.
 - § The I-10 Corridor Study will not preclude potential future commuter rail.
 - § If new overcrossings are proposed over the railroad, a construction management plan will have to be submitted to UPRR for approval at least 18 to 24 months prior to construction. It will have to include access to their corridor.
 - § The design of I-10 will have to include access to the railroad corridor; the railroad could maintain access with one-way frontage roads if recommended by the study.
- Frontage Road Issues
 - § The footprint and future capacity for utilities should be considered in the project.
 - § In Eloy, five wastewater treatment plants are planned; crossings will be needed under the freeway.
 - § Picacho Peak State Park uses the frontage roads during the peak tourist season when traffic is highest; back-ups occur as vehicles wait to pass through the fee payment gate.
 - § Regarding emergency access, two-way frontage roads are preferred for accidents; emergency response personnel will use them to access the disabled vehicles and to reroute traffic.

- § The Arizona State Land Department (ASLD) is completing a Master Planning effort for a portion of their holdings along I-10 that could include up to 80,000 dwelling units; two-way frontage roads are preferred for diverting traffic to these new neighborhoods. Coordination with local communities will be required to evaluate local access.
- § For Marana, the continuation of one-way frontage roads is a logical progression from the Tucson Metro Area.
- § Bicyclists in Pinal County currently use the frontage roads.
- Right-of-Way (R/W) Issues
 - § Need to be aware of all possible issues during the planning process to adequately plan for sufficient R/W.
 - § Providing for existing and proposed utilities should be included in R/W considerations.
- Interchange Issues
 - § During the study, the team will need to look at all crossings and the potential effects on utilities and future development.
 - § At the Red Rock Interchange, a planned six-lane expressway from SR-79 to I-10 and the subsequent development will need to be considered. In addition, Park Link Drive will be realigned to the north and a new interchange will be created.
 - § FHWA approves all new connections to local arterials from the interstate system. They have placed all recent requests on hold until the long term plan has been completed. They do not want a lone interchange serving one development, which would cause the residents to use the interstate for small trips. That is not the purpose of the interstate.
 - § Consider the spacing between the interchanges for future potential freeway connections; want to avoid potential operational issues.
 - § The Town of Marana has a Major Routes Plan that includes a connection from Tangerine Road to Marana Road and a new interchange at Moore Road that will connect to Tangerine Road.
- Median Issues
 - § There are existing utilities that run between the control of access line and the frontage roads.
 - § Emergency response – need to include in the design of median crossovers for emergency vehicles; close spacing (approximately ¼ mile) is important. Considerations for each alternative is based on Arizona Department of Public Safety observations:
 - Barrier – difficult to cross the median; could decrease fatal accidents.

- Open Median – larger R/W requirements for I-10; ideal for patrol cars; could contribute to fatal accidents with drivers making u-turns and accelerating into high speed traffic.
- § The highway was originally conceived as a rural highway with an open median. If a barrier were to be constructed in the median, will be getting away from the rural character.
- § Could potentially add signage in the medians that warn drivers of the dangers when crossing a median.
- Rest Areas
 - § Will the study consider rest areas?
 - § A rest area was once proposed by ADOT at the County line but was abandoned.

Alternate Mode Considerations

- Bicyclists in Pinal County currently use the frontage roads.
- Pedestrian access may be an issue in Eloy and Picacho Peak in the future.
- Park-n-Ride lots should be a consideration.

State Trust Lands Considerations

- Several projects which would include approximately 80,000 new homes are being planned in the following state lands corridors: Picacho Peak to South Park (east of CAP) and I-10 to Oracle Junction.
- Implications of predicted 80,000 homes:
 - § Spacing between new and existing interchanges
 - § Congestion
 - § Access
 - § Emergency response
- The Urban Master Plan will be completed in two years.
- Coordination with the State Trust Lands consultants – Jack Neubeck or Linda Morales – is necessary during the course of the project.

Environmental Considerations

- Potential community impacts in the unincorporated areas around Picacho.
- The accommodation of wildlife connectivity.
- Tucson shovel-nose snake may be listed on the USFWS list of Threatened and Endangered Species.

- The cactus ferruginous pygmy-owl may be delisted.

Public Scoping

Three Public Scoping meetings were held for the project as follows:

- September 12, 2006 at the Marana Municipal Complex, 2nd Floor Conference Room, 11555 West Civic Center Drive, Marana, Arizona. The meeting was conducted from 5:00 p.m. to 7:00 p.m.
- September 14, 2006 at the Troy Thomas Center, 501 West 3rd Place, Eloy, Arizona. The meeting was conducted from 5:00 p.m. to 7:00 p.m.
- September 19, 2006 at the City of Casa Grande Council Chambers, 510 East Florence Boulevard, Casa Grande, Arizona. The meeting was conducted from 6:00 p.m. to 8:00 p.m.

Notice of the meetings was provided in local newspapers, including:

- Arizona Daily Star – Tuesday, August 29, 2006
- Tucson Citizen – Tuesday, August 29, 2006
- Explorer – Wednesday, August 30, 2006
- Casa Grande Tri Valley Dispatch – Wednesday, August 20, 2006 and Wednesday, September 6, 2006
- Arizona City Independent – Wednesday, August 20, 2006 and Wednesday, September 6, 2006
- Gila River Indian News – Friday, August 18, 2006 and Friday, September 15, 2006
- The Ak-Chin O’Odham Runner – Friday, August 18, 2006 and Friday, September 1, 2006

Notice was also provided via a jurisdictional letter e-mailed the week of August 21, 2006; a newsletter which announced the meetings mailed the week of August 21, 2006; and news releases provided to area media the weeks of August 28, 2006 and September 4, 2006.

Study Team members were available before and after the meetings to informally discuss the project. Several exhibits were utilized to facilitate discussion including maps and other graphics to illustrate the project area and surrounding features. All materials utilized at the public meetings are provided in Appendix 2. Appendix 2 also includes a flier which was prepared for distribution at the request of the Red Rock School District. No additional comments were received as a result of the distribution of this flier.

One hundred and two people attended the meetings. The meetings began with an introduction of the Project Team followed by a slide presentation. The presentation included discussion of the study background, activities to date, project purpose and need,

design issues and impacts and the environmental study process. The presentation was followed by a question-and-answer session. Questions and comments received at the meeting are also provided in Appendix 2.

Public Issues and Concerns

Eleven people submitted comments either by returning a comment form provided at the meetings or by submitting a letter before or after the meetings. The comment form provided at the meetings requested that people state preferences for features of the two alternative configurations under consideration at the time of the meetings. The comment forms posed the following questions:

- What did you like the most about Alternative 1?
- What did you like the least about Alternative 1?
- What did you like the most about Alternative 2?
- What did you like the least about Alternative 2?

Summaries of the responses to those questions are provided below.

What did you like the most about Alternative 1?

- Tortolita Interchange, Moore Road Interchange, Tangerine, SR 87 Traffic Interchange.
- Alternative 1 would allow for more growth potential since it has more interchanges. This makes good sense.
- Additional interchanges at Aries Drive and Green Road.

What did you like the least about Alternative 1?

- No north-south corridor.
- It would interfere with a portion of our facility, forcing us to move our facility to another location.
- Picacho Interchange – do not use other one. Relocate just north of current.
- Cuts off too much of Tweed Road business area.
- I think the proposed “bypass” at Picacho on Alternative 2 would be much better.
- Interchange at Tweedy Road; moving Sunland Gin interchange 1/8 mile to the east.

What did you like the most about Alternative 2?

- Tortolita Interchange.
- The expansion would not affect the Alsdorf overpass. The cost of buying out our facility and others might be less.

- I like the Battaglia options – this will service Arizona City, Toltec and Eloy.
- More interchanges and bypass Picacho.
- Interchange at Battaglia Road (better access to Arizona City and downtown Eloy versus interchange at Tweedy).

What did you like the least about Alternative 2?

- Proposed north-south corridor.
- The interchange and railroad overpass should be at Missile Base road with a new road west of I-10 to the air park.
- Relocation on I-10 at Picacho.

Many of the other comments received address issues associated with the future configuration and features of the roadway and Traffic Interchanges (TIs). The remainder of the comments received are summarized below.

- There should be a 65 mph speed limit and lane restrictions for trucks.
- Pleased with plans for grade separation at railroad crossings.
- Request that the widening include the use of rubberized asphalt (quiet pavement).
- Request for art on overpasses and palo verde trees in the median.
- Current situation causes trucks to back up on Arica to Sunland Gin Road, blocking neighborhood access.
- Frontage roads in addition to expanding the number of lanes are critical for the growth of the area.
- Inclusion of Park and Ride lots would be nice for future carpooling and light/heavy rail use.
- Owners of 185 acres at the southwest corner of Sunland Gin Road and Jimmie Kerr Boulevard are concerned about TI configurations at those two locations as well as at the I-10/I-8 Junction, the scheduling of interim widening of I-10 north of MP 199, and implementation of additional R/W acquisition for the I-10 ultimate widening.
- Concerned with any relocation of the Tangerine Road/I-10 TI.

A complete summary of all public comments received at the scoping meetings as well as those received subsequent to the meetings via the project website or comment sheets is provided in Appendix 3.

Conclusion

Information received as part of the agency and public scoping process was utilized by the project team to refine the limits of the project and to focus future environmental study efforts. Findings generated during the scoping process were also presented to project area stakeholders in subsequent meetings.

Public Scoping Comment Summary

[illegible]

1. *Phragmites australis* (Cav.) Trin. ex Steud.

Table 1: Modeling Chemical Synthesis

[illegible]

1945-1946

Copyright Clearance Center

[illegible]

QUESTIONS ASKED AT THE TUESDAY, SEPT. 12, 2006, MEETING AT THE NARANA MUNICIPAL COMPLEX

[illegible]

1000 JOURNAL OF CLIMATE

QUESTIONS ASKED AT THE THURSDAY, SEPT. 14, 2006, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER.

[illegible]

100

1. The first of these is the fact that the United States is a democratic country. This means that the people have the right to elect their representatives to the government. This is a principle that is fundamental to the American way of life.

2. The second of these is the fact that the United States is a free country. This means that the people have the right to express their opinions freely and to practice their religion freely. This is a principle that is fundamental to the American way of life.

3. The third of these is the fact that the United States is a peace-loving country. This means that the United States does not seek to conquer other countries or to impose its will on them. This is a principle that is fundamental to the American way of life.

4. The fourth of these is the fact that the United States is a friendly country. This means that the United States is willing to work with other countries to promote peace and prosperity in the world. This is a principle that is fundamental to the American way of life.

5. The fifth of these is the fact that the United States is a just country. This means that the United States stands for the rights of all people, regardless of their race or religion. This is a principle that is fundamental to the American way of life.

QUESTIONS ASKED AT THE TUESDAY, SEPTEMBER 19, 2006, MEETING AT THE CITY OF SAN FRANCISCO COUNCIL CHAMBERS

1. Question _____

2. Answer _____

3. Question _____

4. Answer _____

5. Question _____

6. Answer _____

7. Question _____

8. Answer _____

9. Question _____

10. Answer _____

11. Question _____

12. Answer _____

13. Question _____

14. Answer _____

15. Question _____

16. Answer _____

17. Question _____

18. Answer _____

19. Question _____

20. Answer _____

21. Question _____

22. Answer _____

23. Question _____

24. Answer _____

25. Question _____

26. Answer _____

27. Question _____

28. Answer _____

29. Question _____

30. Answer _____

31. Question _____

32. Answer _____

33. Question _____

34. Answer _____

35. Question _____

36. Answer _____

37. Question _____

38. Answer _____

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40. Answer _____

41. Question _____

42. Answer _____

43. Question _____

44. Answer _____

45. Question _____

46. Answer _____

47. Question _____

48. Answer _____

49. Question _____

50. Answer _____

51. Question _____

52. Answer _____

53. Question _____

54. Answer _____

55. Question _____

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64. Answer _____

65. Question _____

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72. Answer _____

73. Question _____

74. Answer _____

75. Question _____

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86. Answer _____

87. Question _____

88. Answer _____

89. Question _____

90. Answer _____

91. Question _____

92. Answer _____

93. Question _____

94. Answer _____

95. Question _____

96. Answer _____

97. Question _____

98. Answer _____

99. Question _____

100. Answer _____

Summary of Public Meetings



**Interstate 10 Corridor Study:
Jct. 1-8 to Tangerine Road**

Public Meetings

May 15, 2007

May 16, 2007

May 17, 2007

**Project No.: 10 PN 199
TRACS No.: H 6773 01L**

**Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Spring 2007 Public Meetings Summary**

Objective

- To show the preferred plan, decisions that led to preferred plan and to let the public know how their comments were heard and incorporated into the preferred plan
- To inform public of concurrent projects in the area, including I-10: SR87 to Picacho Peak Boulevard and I-10: Picacho Peak Boulevard to Pinal Air Park Road

Date/Time/Location

All meetings were held from 5 p.m. – 7 p.m., with a presentation at 5:30 p.m, followed by a question-and-answer session.

- Tuesday, May 15, 2007 at the Troy Thomas Center located at 501 W. 3rd Place, Eloy, AZ 85231
- Wednesday, May 16, 2007 at the Estes Elementary School Cafeteria located at 11279 W. Grier Rd., Marana, AZ 85653
- Thursday, May 17, 2007 at the City of Casa Grande Council Chambers located at 510 E. Florence Blvd., Casa Grande, AZ 85222

Public Notification

- Week of April 23, 2007
 - Government official notification letter e-mailed
 - Newsletter announcing meetings mailed to residents, businesses and stakeholders
- Week of April 30, 2007
 - Newspaper advertisements ran in the Arizona Daily Star, Tucson Citizen, Explorer, Casa Grande Dispatch, Eloy Enterprise, Arizona City News, The Ak-Chin O'Odham Runner and Gila River Indian News
 - News release sent to area media

Team Attendance

- **ADOT:** Don Gorman, Laurel Parker, Karen Whitlock, Greg Gentsch, Fred Garcia
- **FHWA:** Tom Deitering, Ken Davis
- **DMJM Harris:** Mike Kies, Serrelle Laine, Felipe Ladron, Matt Kershner, Ed Miltner
- **PB:** Chris Moore
- **Gordley Design Group:** Angie Brown, Jan Gordley, Jamie Van Goethem, Paki Rico, Barb Alley

Public Attendance

- Eloy: 42
- Marana: 29
- Casa Grande: 47

Displays

- Preferred plan

Presentation

- PowerPoint presentation

Materials

- Handout, with insert for Picacho alternatives and comment form
- Sign-in sheets
- Extra copies of newsletter



Interstate 10 Corridor Study

Jct. I-8 to Tangerine Road Public Meetings



Spring 2007

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

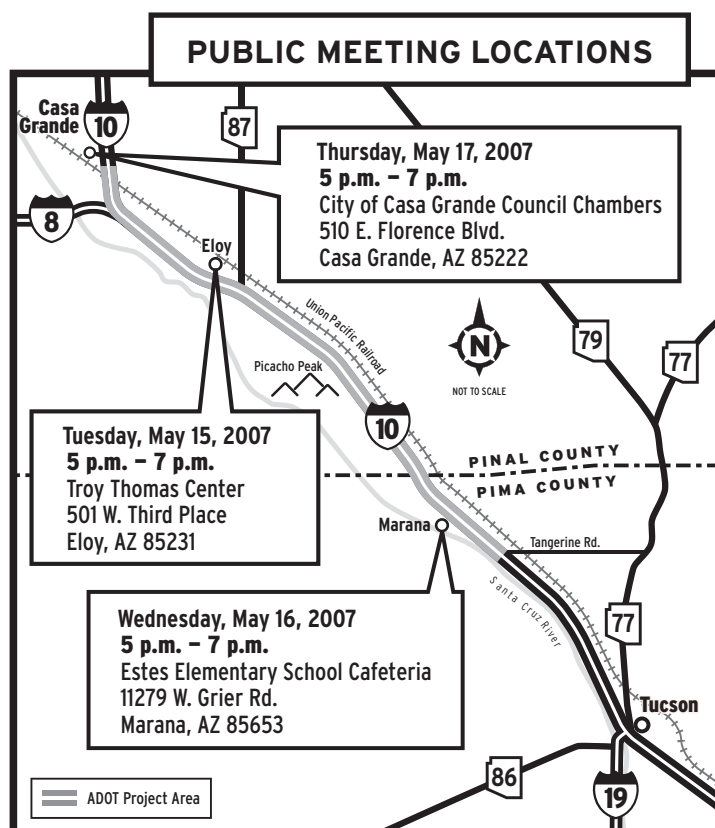
The Arizona Department of Transportation (ADOT) is preparing a corridor study of Interstate 10 (I-10), from milepost (MP) 196 near its junction with Interstate 8 (I-8) in Casa Grande to MP 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

Study progress

- Held three public meetings within the project area in September 2006
- Presented two alternatives for the future design of I-10 to public for comments
- Met with area stakeholders to gather input
- Held monthly meetings with area jurisdictions to gather input
- Incorporated input in the preferred plan
- Produced preferred plan

Next steps

- Present preferred plan to public for comments on May 15, 16, and 17, 2007
- Incorporate input in finalization of plan
- Finalize Design Concept Report including Preliminary Design plans (15%)
- Produce environmental document
- Hold public hearing in fall 2007 to disclose final plan and environmental mitigation measures
- Present to State Transportation Board to be adopted as long-range plan for I-10



Related Projects

ADOT is working on other projects in the area, including:

I-10 Widening: State Route (SR) 87 to Picacho Peak Boulevard

- MP 211 at the SR 87 Traffic Interchange to MP 219 near Picacho Peak State Park
- Widening I-10 from two lanes to three lanes in each direction

I-10 Widening: Picacho Peak Boulevard to Pinal Air Park Road

- MP 219 near Picacho Peak State Park to MP 232 at Pinal Air Park Road
- Widening I-10 from two lanes to three lanes in each direction
- Reconstructing the Picacho Peak Boulevard Traffic Interchange
- Construction anticipated to begin in the fall of 2007, and last for 24 months

Representatives from the teams on the above-mentioned projects will be present at the public meetings in May to answer questions and address concerns.

I-10 Widening: I-8 to SR 87

- MP 199 at the I-10/I-8 interchange to MP 211 at the SR 87 interchange
- Widening I-10 from two lanes to three lanes in each direction

I-10/Pinal Regional Transportation Profile/Southern Pinal - Northern Pima County Corridor Definition Study

- Study the state highway system to inventory current conditions, assess needs and identify deficiencies
- Produce a list of potential improvements to address deficiencies
- Determine possible general locations of any potential new corridors, if needed and feasible
- The potential improvements will be evaluated on a statewide basis in the update to the long-range statewide plan.

Americans with Disabilities Act (ADA): Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Angie Brown at angie@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

El Departamento de Transporte de Arizona está estudiando mejoras a la Interestatal 10, entre la Interestatal 8 y Tangerine Road. Para información, favor de comunicarse con Paki Rico al (520) 327-6077.

Disclaimer
This document is a translation from original text written in English. This translation is unofficial and is not binding on this state or a political subdivision of the state.

Descargo de responsabilidad:
Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante para este estado o para ninguna subdivisión política del estado.



c/o Gordley Design Group, Inc.
2540 N. Tucson Blvd.
Tucson, AZ 85716

You are invited!

Mark your calendar!

Eloy

**Tuesday
May 15, 2007**

**5 p.m. - 7 p.m.,
with a presentation
at 5:30 p.m.**

Troy Thomas Center

501 W. 3rd Place
Eloy, AZ 85231

Marana

**Wednesday
May 16, 2007**

**5 p.m. - 7 p.m.,
with a presentation
at 5:30 p.m.**

Estes Elementary School
Cafeteria

11279 W. Grier Rd.
Marana, AZ 85653

Casa Grande

**Thursday
May 17, 2007**

**5 p.m. - 7 p.m.,
with a presentation
at 5:30 p.m.**

City of Casa Grande
Council Chambers

510 E. Florence Blvd.
Casa Grande, AZ 85222

For directions and maps to the meeting facilities, please visit the project Web site at: www.i10tucsondistrict.com

We want to hear from you

The public is invited to attend any one of three public meetings on May 15, 16, and 17, 2007 (see back for location information)

- Presentation will be given 30 minutes after the start of the meeting, followed by a question-and-answer session
- Representatives from ADOT and the study team will be present to answer questions and address concerns
- Maps and displays will be available for viewing and comments
- For more information, contact Angie Brown of Gordley Design Group at (520) 327-6077

Tell us what you think

- Attend one of three public meetings
- Fill out and submit a comment form:
 - Visit the project Web site at: www.i10tucsondistrict.com
 - Fax: (520) 327-4687
 - E-mail: angie@gordleydesign.com
 - Mail: Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ 85716
 - Submit written comments by May 31, 2007
- Contact the project team via phone or e-mail:
Don Gorman, ADOT Predesign Project Manager, (602) 712-6799, dgorman@azdot.gov
Laurel Parker, ADOT Design Project Manager, (520) 388-4260, lparker@azdot.gov
Teresa Welborn, ADOT Communication and Community Partnerships, (520) 388-4257
Angie Brown, Gordley Design Group, Community Relations, (520) 327-6077, angie@gordleydesign.com

ARIZONA DEPARTMENT OF TRANSPORTATION PUBLIC MEETINGS

Your input is needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

The public is invited to attend any one of three public meetings for the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road. The goal of the study is to set in place a plan that will guide the development of I-10 through the year 2030.

Each meeting is from 5 p.m. to 7 p.m. A presentation will be given at 5:30, followed by questions and answers. Maps and displays will be available for viewing before and after the presentation. Representatives from the Arizona Department of Transportation and the study team will be present to answer questions and address concerns. Also present at the meetings will be representatives from other projects in the area, including: I-10 Widening: State Route 87 to Picacho Peak Road and I-10 Widening: Picacho Peak Road to Pinal Air Park Road.

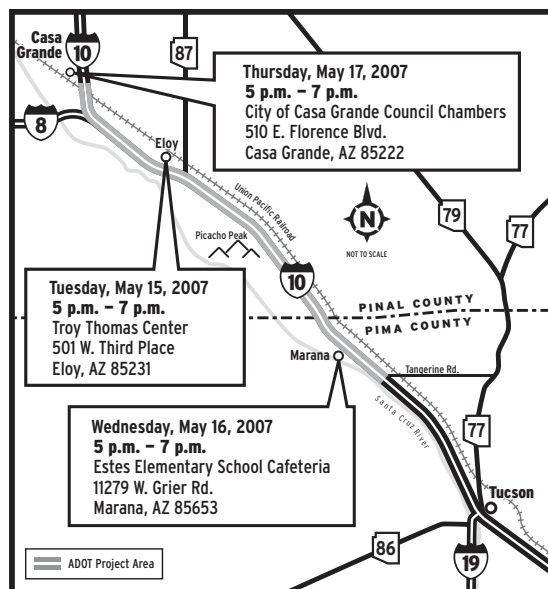
For more information about the public meetings, please contact Angie Brown with Gordley Design Group (ADOT Consultant) at (520) 327-6077. Please submit written comments by faxing them to (520) 327-4687, e-mailing them to angie@gordleydesign.com or mailing them to Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ 85716. Written comments should be submitted by May 30, 2007.

Americans with Disabilities Act (ADA): Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Angie Brown at angie@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

Additional project information, as well as directions and maps to the meeting sites, are available at www.i10tucsondistrict.com.



Si le gustaria recibir información en español, favor de comunicarse con Paki Rico al (520) 327-6077. Gracias.



Tuesday, May 15, 2007
Troy Thomas Center
501 W. Third Place
Eloy, AZ 85231

Wednesday,
May 16, 2007
Estes Elementary
School Cafeteria
11279 W. Grier Rd.
Marana, AZ 85653

Thursday, May 17, 2007
City of Casa Grande
Council Chambers
510 E. Florence Blvd.
Casa Grande, AZ 85222

Greg Gentsch

ADOT Tucson District Engineer

Don Gorman

ADOT Predesign Project Manager

Laurel Parker

ADOT Design Project Manager

Sam Elters

ADOT State Engineer

TRACS No.: H 6773 01L



Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Sam Elters
State Engineer

April 25, 2007

Dear Government Official:

The Arizona Department of Transportation (ADOT) is preparing a corridor study of Interstate 10 (I-10), from milepost 196 near its junction with Interstate 8 (I-8) in Casa Grande, to milepost 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030. To successfully plan for the long-term future of I-10, ADOT and the project team require public input. ADOT will hold the second round of public meetings on the following dates:

Tuesday, May 15, 2007

Troy Thomas Center
501 W. Third Place
Eloy, AZ 85231

Wednesday, May 16, 2007

Estes Elementary School
Cafeteria
11279 W. Grier Road
Marana, AZ 85653

Thursday, May 17, 2007

City of Casa Grande
Council Chambers
510 E. Florence Boulevard
Casa Grande, AZ 85222

Each meeting is from 5 p.m. to 7 p.m. A presentation will be given at 5:30, followed by questions and answers. Maps and displays will be available for viewing before and after the presentation. The public will be encouraged to fill out and submit comment forms. Representatives from ADOT and the study team will be present to answer questions and address concerns about the study. Also present at the meetings will be representatives from other projects in the area, including I-10 Widening: State Route 87 to Picacho Peak Road and I-10 Widening: Picacho Peak Road to Pinal Air Park Road.

The meetings will be advertised through newsletters mailed to residents, property owners, business owners and other interested parties in the study area, in addition to newspaper advertisements in local newspapers and a news release sent to area media. Information about the project and meetings will be posted on the project Web site at www.i10tucsondistrict.com.

We invite you to participate in the public meeting process. ADOT is committed to working with the public and governmental representatives to develop the long-term plan for I-10.

Sincerely,

Don Gorman
ADOT Predesign Project Manager
(602) 712-6799

Sincerely,

Laurel Parker
ADOT Design Project Manager
(520) 388-4260





Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Public Meeting
City of Casa Grande Council Chambers
Thursday, May 17, 2007



Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record, and as such, must be released to any individual upon request. **Please print clearly.**

| Printed Name | Representing | Address and Zip | Phone | E-mail |
|-----------------|--------------------------------------|--|------------------|------------------------------|
| George Chasse | Casa Grande MT. Ranch | 5740 Via Los Ranchos, P.O. Box 253 | 602- 952-2200 | GCHASSE@KREATIVITYNHO.COM |
| Ann Thorne | | 10688 W. QUINCY C.G. 85122 | 520 816-2717 | |
| Brian McQuinn | Dist 23 | | 602 626-3012 | bmquinn@azccs.gov |
| William French | Grubb & Ellis BEE Commercial, LLC | 2375 E Camelback Ave #5016 #500 | 602 224-4496 | wfrench@bepbentx.com |
| Richard Wilkie | Arizona CCL | 510 E Florence Blvd | 520 421 8636 | rwilkie@ci.casa-grande.az.us |
| Gordon Nedom | Self | 2486 N Granite Ct Casa Grande, AZ 85122 | 520 838-9141 | gordon@cybertrails.com |
| McDenton Harris | Self | 18778 W. Camelback DR | 802-2524 | |
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Sign-In Sheet
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City of Casa Grande Council Chambers
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| Printed Name | Representing | Address and Zip | Phone | E-mail |
|---------------------|-----------------------------------|--|--------------|---------------------------------|
| Michael Van Buskirk | Coyote Springs | 32601 Hayden Rd Suite 106 Scottsdale, AZ 85206 | 480 607-0507 | michael@twjllc.com |
| Jack Cunniff | Central Point Development | 2211 N. 7th Ave Phoenix, AZ 85016 | 602 944-5472 | jackcunniff@centralpointdev.com |
| Tom Mueller | SELF/MTN BIRK | 10801 W. QUARTZ PHOENIX, AZ 85027 | 836-2188 | |
| Tom Elliott | Rep McGuire | | | |
| LOTREVIOUS CARL | Self | 11015 W. PHAIRIE LN | 520-316-9693 | |
| Antarson | Self | 7742 S. Overite Dr | 520 421-7333 | |
| Blank Holmes | Piedmont, Improvement Corporation | Casa Grande 2330 E. Hilltop Dr Phoenix, AZ 85022 | 541-905-1583 | erfig@earthlink.net |
| ERNEST Figueroa | Self | 1125 N. GILBERT AVE CASA GRANDE, AZ 85122 | 520-936-8317 | |
| WIMMIE KERR | SELF | 33303 N. Serrano Phoenix, AZ 85018 | 520-909-5782 | |
| Glen Graham | Self | | | |
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| Printed Name | Representing | Address and Zip | Phone | E-mail |
|----------------------|-------------------------------------|--|------------------|-------------------------------|
| Don Gorman | ADOT | | | |
| Kerin Louis | FREDERICK CITY OF CASA GRANDE | 510 E. FLORENCE BLVD. | 520 421 3622 | L1015821, CASA GRANDE, AZ, US |
| Roslyn Brown | | 7841 NAMAKA DRIVE | 520- 709-0390 | RBBB6364@AZCL.NET |
| GARY BROWN | CASA GRANDE | 7841 NAMAKA DR | 520 709-0391 | RBBB6364@AZCL.NET |
| Paul Sabel | ARR. CITY FIRE | PO Box 1316 AZCITY 85227 | 520-251 1371 | SabelconsteMSN.COM |
| Tom Buick | Morrison - Merrill Inc | 80 E Rio Salado Pkwy Tempe AZ 85281 | 480 517 5800 | Tbuick@m-m.net |
| John Lang | WLB Group | 333 E. Osborn Phoenix P.O. Box 85117 | 602-284 1045 | jlange@wlbgroup.com |
| JACK & SONDRA WILSON | | PICACHO, AZ 85241 | 466-9176 | Sondra.jack@yahoo.com |
| Joseph Hall | TYLin Int | 80 E. Rio Salado PKWY Suite 611 Tempe, AZ | 602-451-9144 | jhall@tylin.com |
| Joseph Heller | " | " | | jheller@tylin.com |
| Francis Matic | " | " | | Fmatic@tylin.com |
| Shawn Larson | SALR | 7742 S. Ouzel Ave Casa Grande | 602-735- 4115 | Shawnlarson@msn.com |



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Public Meeting
City of Casa Grande Council Chambers
Thursday, May 17, 2007



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| Printed Name | Representing | Address and Zip | Phone | E-mail |
|----------------|-----------------|--|--------------|-----------------------------|
| LORRE WHALEY | Long Realty | 1641 S. WHALEY RD | 520 | LORRE.WHALEY@LONGREALTY.COM |
| Nathan Cony | | 14799 W. Centaurus Ave Flag, AZ 85231 | 520-898-2279 | ncony@transwte.com |
| DAVID SNIDER | PINAL COUNTY | 520 E COTTONWOOD LANE CG, AZ 85222 | 520-836-0003 | David.Snider@pinal.co.az.us |
| TOM DETERING | FHWA | | | |
| Doug Hansen | Pinal County | | | |
| BILL HIGGINS | DUNSMITH HARRIS | 1800 RIVER RD | | |
| James Meyer | ME | 1708 W. Wilson Ave College, AZ 85223 | | golfmeyer@yahoo.com |
| Suzanne Moore | | | | |
| KURT WEINRICH | PARSONS CORP. | 4801 E. WASHINGTON PHOENIX, AZ 85034 | | KURT.WEINRICH@PARSONS.COM |
| Beverly Miller | Evus Mexican | 7087 Sunland Glen Rd Casa Grande, AZ | 520-257-5178 | bmiller.evus@yahoo.com |
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Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Public Meeting
City of Casa Grande Council Chambers
Thursday, May 17, 2007



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| Printed Name | Representing | Address and Zip | Phone | E-mail |
|-----------------|----------------|--|------------------------|------------------------------|
| DAVID WORKMAN | SELF | LAST CHANCE 85222 1015 W. TRAILER LANE | 316-9643 | MWORKMAN@AOL.COM |
| Andrew Mouches | Grubb & Ellis | 2375 E. Camelback Rd. Phoenix, AZ 85016 | 602 948 3527 | Amonche@brepublish.com |
| Eddie Reyes | Southwest GPS | 201 N. 4TH ST. Casa Grande, AZ 85222 | 520 836-1156 | edward.reyes@swgps.com |
| Robert Butler | Myco 2 | 1301 Rose Pine Casa Grande, AZ 85222 | (520) 848-4249 | N/A |
| Cathy Thuringer | Trammel Crow | 2850 E. Camelback #270 Phoenix AZ 85016 | (602) 285-3104 | cthuringer@trammelcrow.com |
| Connie Canoles | CoAnthony | 5725 E. Camino del Sol Peacocks, AZ 85241 | 3576 (520) 466-3576 | CON7136@yahoo.com |
| Augustine Maria | APS | 50 N. 10TH ST. 402 Casa Grande 85223 | (520) 421-3352 | augustine.maria@aps.com |
| Scott Munoz | CGFD | 119 E. Tangerine Blvd | 520-421-8777 | |
| Larry McKenja | zone | 1753 E. Principal | 520 536-9359 | |
| Fernando Corry | Solaris Energy | 1030 W. Honesky Ln | 480-969-3020 | Fcoen@1430@msn.com |
| JOHN MCNAMARA | DYAM HARRIS | 2777 E. CAMELBACK RD. #200 PHOENIX 85016 | (602) 337-2587 | john.mcnamara@dyamharris.com |



Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Public Meeting
Troy Thomas Center, Eloy
Tuesday, May 15, 2007



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| Printed Name | Representing | Address and Zip | Phone | E-mail |
|-------------------------|---------------|--|--------------|--------------------------------------|
| Essey Binkley | Self | 6089 E. Binkley Rd 80 E. Rio Salado Pkwy #1450 Tampa, AZ 85781 | 416-2389 | j.bink1@msn.com |
| John Casey | T.Y. LIN Ind. | 6157 RD 2 3740 E. DUSTY HORN | 7227 | jcasey@tylin.com |
| JACK HUDSON | EPENDLAMO | 4714 E. Shengri Ave Phoenix AZ 85028 | 480 732-0930 | EPENDLAMO@BIGPROMPT.CO |
| SKRILL GARDNER | Self | PO Box 284 PICACHO AZ | 602 239502 | |
| Richard Dungen | Self | 505 S. DUSTY ST 6103 AZ | 520 466-7097 | Richard Dungen PG02@TRUCKSTOP.COM |
| ROBERT HOFERMAN | SELF | 1223 S CLEARVIEW AVE | 480-720-4830 | CNADONALD@FCB-CH.COM |
| (2) Roy & Lupe Garrison | SELF | 11954 N. HAZEL AVE | 602 418-5718 | |
| CAMERON MACDONALD | CH-CB | 2005 W 17th St #130 Tampa AZ 33601 | 480-303-2900 | KROPER@SATURNAL.COM |
| DAVID GARRISON | SELF | 975 E LINCOLN AVE TAMPA | 727 238-715 | RW.SAUVAGE@YAHOO.COM |
| KIMBALL ROYAL | SANARA | 8212 S. Sylvania Rd | 520-421-2163 | Speedco 319@Speedco.CA |
| RICH SAUPE | SELF | | | |
| Ed McJury | Speedco | | | |



Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
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| Printed Name | Representing | Address and Zip | Phone | E-mail |
|-----------------------|----------------------------|-------------------------------------|--------------|--|
| Jeffrey Noble | | 517 W. Alsdorf | | dybb22@yahoo.com |
| Count Rich | Roa Law Group | | 480 565-3537 | CLich@Roalawgroup.com |
| Jeff Hughes | Vela Holdings | | 505 510 877 | jeffhughes@cgwillbox.com |
| Denise Conlin | Motor 6 | 4965 N Sunset Blvd | 520 836 3333 | motor6 m6126300@netel6.com |
| Shawn Brown | Golden 9 Restaurant | 4965 N Sunset Blvd E-2110, TX | 530 836 3416 | |
| CLARK ROY | PETRO STOPPING CENTER | 6050 SWEET DR | 915 774-7513 | CR2037@PETROSTOPPING.COM |
| Joyce Fuller Kienkamp | Desert Rose Bahai Inst. | 1950 W. William Sears Drive City | 466-0020 | sistermidget@yahoo.com |
| Marisa Marin | ADOT | 2055 17th St | 480 6241 | |
| Khonde Aubrey | | 618 S. Sunshine | 520 466-7189 | ffurcraubrey5@hotmail.com |
| GREG STANLEY | PINAL COUNTY | PO Box 727, Florence | 520 466-6411 | GRICKY.STANLEY@CO.PINAL.AZ.US |
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Sign-In Sheet
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Troy Thomas Center, Eloy
Tuesday, May 15, 2007



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| Printed Name | Representing | Address and Zip | Phone | E-mail |
|-----------------|-------------------------------------|-------------------------------|------------------------------|---------------------------|
| RICHARD MYERS | | 11585 WARFAR 85222 | 520 421-0690 | donbclpr@cymail.com |
| Ken Trucke | | 4505 S Chandler Blvd 85025 | 480-235-6855 | Ken@42Kentrucke.com |
| Virgo Tatarago | | 4115 D St | 520-466-3846 | |
| CHARLIE BALLARD | Ballard Truss Multiple Districts | 1175 N. ARIZONA 85204 | 464-1007 (520) | cballard@ballardtruss.com |
| Heather Eiche | Marathon Pipeline | 80 E Rio Salado Hwy | 480-517-5880 | heiche@m-m.net |
| Bill Fletcher | " | " | " | " |
| Ann Hoffman | Self | P.O. Box 289 Picacho | 620-223-9502 | |
| Jen KAMOUZIS | RESTA GOLF & Pinal County | 4965 N 3rd Ave 85705 | 520 431-1356 520 866-6407 | |
| Doug Hansen | Self | 655 W. Enchantment Dr | 602 300-2190 | |
| Todd Gronqvist | Self | 931 E Lincolnwood | 727-5796 | |
| Ray McLean | Self | 4731 E. Mustang Dr. | 520 431-4021 | William-Sims@ymail.com |

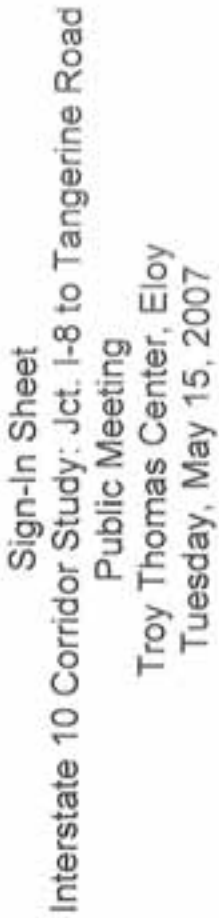


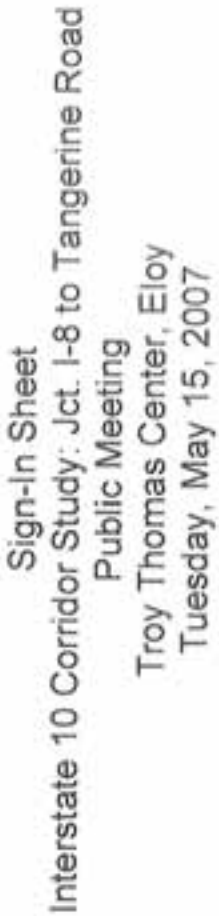
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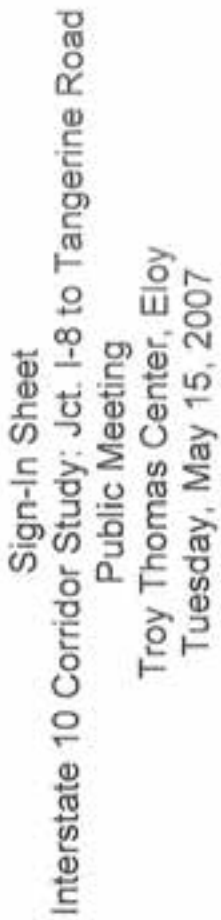


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| Printed Name | Representing | Address and Zip | Phone | E-mail |
|--------------|-------------------------|----------------------|-----------------|--------------------------------|
| John Gorman | ProDeSign ADOT | RAY | 602-712 6799 | |
| Mike Kod | Walton International | 85016 | | |
| Ken Sutton | SOUTHWEST TOWING | 72916 & SUNDAY CA | 520 830 9209 | SOUTHWEST - TOWING @ Yahoo.com |
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Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Public Meeting Comment Summary

| Name / Address | Phone | E-mail | Join list? | What do you like the most about the preferred alternative? | What do you like least about the preferred alternative? | Which alternative do you prefer for the Picacho area? Why? | General Comments |
|---|--------------|---------------------------|------------|--|---|--|--|
| COMMENTS SUBMITTED AT THE TUESDAY, MAY 15, 2007, MEETING AT THE TROY THOMAS CENTER IN ELOY | | | | | | | |
| Ballard, Charlie P.O. Box 896 Eloy, AZ 85231 | 464-1007 | cballard@ballardtruss.com | yes | | | | Picacho Option C would fix the problem best. Go with the long term best option. |
| Kamouzis, Jim 11115 Mountain Shadows Casa Grande, AZ 85222 | 431-1356 | | | Nothing about Sunland Gin Interchange. | The dead end at I-10/Sunland Gin Road. | | |
| Sims, Miriam | 431-4001 | | | | | | Subdivision Villa Grande Rancheros. Cross streets: Howser and Shedd - subdivision is between these two streets. Concerned with exiting subdivision, possible no passing lanes or slow traffic down in this area. |
| COMMENTS SUBMITTED AT THE WEDNESDAY, MAY 16, 2007, MEETING AT ESTES ELEMENTARY SCHOOL IN MARANA | | | | | | | |
| Hobrock, Renee E. 11616 N. Greys Ct. Tucson, AZ 85737 | | rehrock@comcast.net | yes | Getting anything over two lanes each way to Phoenix. | The length of time to accomplish it and the inconvenience while it is being done. | Option C. Gets all the town on one side and gets the road and railroad side-by-side. | With three or more lanes in each direction, large trucks should be prohibited from the left lanes. |
| COMMENTS SUBMITTED AT THE THURSDAY, MAY 17, 2007, MEETING AT THE CITY OF CASA GRANDE COUNCIL CHAMBERS | | | | | | | |
| Brown, Gary 7841 Namaka Dr. Casa Grande, AZ 85222 | 709-0390 | RBGB6364@azci.net | yes | Realignment of Sunland Gin Road to I-10 to relieve access. | | | Entire project is a very good idea. |
| Canoles, Connie Box 86 Picacho, AZ 85241 | 466-3576 | con7136@yahoo.com | yes | | | Options A or C - Purely selfish, least impact to our property. | Desire a newsletter outlining project location and developments. |
| Holmes, Hank 4800 N. 36 St. #231 Scottsdale, AZ 85251 | 541-905-1563 | happyholmes904@yahoo.com | yes | | Potentially disrupts Picacho Water Improvement Corporation's main well, 200,000-gallon storage tank and large distribution lines as well as under I-10 mainline to serve south of I-10 part of Picacho. | Option C - This option reunites the north-south division created by the present freeway. It is direct and probably much less costly in land acquisition. | I represent Picacho Water Improvement Corporation (PWIC) as Board President. PWIC is in the middle of a costly systems evaluation and Capital Improvement Plan. Serving the village entails main lines on each side of the current freeway. Our franchise extends to the State Route 87 proposed interchange (both north and south on the east side) so we are significantly impacted by I-10 changes. We need to know the chosen option ASAP. |

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Public Meeting Comment Summary

COMMENTS RECEIVED AFTER MEETINGS

| | | | | | | | |
|--|--------------|--|--|--|--|--|---|
| Bowden, Brent A. 1223 S. Clearview Avenue, Ste. 105 Mesa, Arizona 85209 | 480-222-5800 | | | | | | As an owner of land at the intersection of I-10 and Highway 87 (roughly 1,400 acres) I have a vested interest in which alignment ADOT chooses. I am firmly against Option C because it moves I-10 from its current alignment. I also wish to voice my concern and state my desire that the clover leaf design access at the intersection be changed. Please include this letter in support of Option B as part of the record for the Community of Picacho Access Options. |
| Cardon, Craig D. 18696 E. Pine Barrens Avenue Queens Creek, AZ 85242 | 480-222-5858 | | | | | | I am a partial owner of approximately 1,400 acres at the junction of Interstate 10 and Highway 87. I strongly prefer that Interstate 10 remain on its current alignment as shown in Option B of the Community of Pcacho Access Options on ADOT's website. I am opposed to Option C as it moves the Interstate 10 alignment from its current route. I also prefer that you change the clover leaf access on your proposed access options of Interstate 10 and Highway 87. Please include this letter in support of Option B as part of the record for the Community of Picacho Access Option. |
| Cardon, Elijah T. 6957 E. Lomita Avenue Mesa, AZ 85209 | 480-222-5841 | | | | | | It has been brought to my attention that decisions are now being made that may change the Interstate 10 and Highway 87 junction in Eloy, AZ. Since I am an owner of roughly 1,400 acres on that junction, I have felt the need to express my opinions on this matter. I have reviewed the Community of Picacho Access Options as shown on ADOT's website and I have the following comments. I am strongly opposed to Option C because I feel that Interstate 10 should remain on its current alignment. Option B appears to be the best option of the three, as it keeps with the original route of I-10. I feel Option B is least likely to adversely affect our property. Although I prefer Option B, I would like Option B be changed to remove the "clover leaf" access. Please include this written communication as part of the record for the Community of Picacho Access Options in support of Option B specifically. Please feel free to contact me with any questions. |
| Hiatt, Broc C. 1223 S. Clearview Avenue, Ste. #103 Mesa, AZ 85209 | 480-222-5800 | | | | | | I am an owner of more than 1,400 acres surrounding the interchange of Interstate 10 and Highway 87 in Pinal County. I am writing to communicate that I desire that Interstate 10 remain on its current alignment as shown in Option B of the Community of Picacho Access Options that ADOT has been circulating. As to the alignment of I-10, I am opposed to all other options. In addiion, I also prefer that Highway 87 remain on its current alignment and that the clover leaf access shown on your proposed I-10/ Highway 87 interchange be abandoned. |
| LeSueur, Tyler E. 3850 E. Baseline Road, Ste. #114 Mesa, AZ 85206 | 480-892-7104 | | | | | | Over the last few months, I have had the opportunity to review the ADOT concept plans developed for the Interstate 10 Corridor Study: Preferred Plan Milepost 203 to 213. I own a significant amount of property, approximately 1,440 acres, which will be directly impacted by any changes made to Interstate 10 and the State Route 87 interchange. As such, I want to communicate the following: Interstate 10 Alignment: I will strongly support Interstate 10 remaining on the existing alignment as shown in Option B of the Preferred Plan: Mile Post 203 to 213. I am strongly opposed to Option A and Option C. State Route 87 Traffic Interchange Alignment: I am opposed to the proposed alignment and clover leaf design of the Highway 87 Traffic Interchange. However, I will support maintaining the existing alignment of the Highway 87 Traffic interchange at Interstate 10. Furthermore, I will support a Highway 87 Traffic Interchange design that does not include a clover leaf access design for southbound Highway 87 traffic transitioning to eastbound Interstate 10. Please feel free to contact me with any questions or conerns. |

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
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|---|--------------|-----------------------|--|--|--|--|
| MacDonald, Cameron B. 1223 S. Clearview Avenue, Ste #105 Mesa, AZ 85209 | 480-222-5870 | cmacdonald@cb-ch.com | | | | <p>I represent the owners of approximately 1,400 acres which straddles the interchange of Interstate 10 and State Route 87, in Eloy Arizona. I attended the ADOT open house in Eloy on Tuesday, May 15th, 2007 and was presented the "Community of Picacho Access Options" exhibit. I would also like to see the clover leaf removed from the "Option B" concept.</p> <p>I have a few issues with one of the proposed configurations shown during one of the open houses for the I-10 corridor study. At the intersection of State Route 87 and I-10, ADOT is proposing a re-alignment of the I-10 freeway. This re-alignment will remove approximately 176 acres of industrial zoned property with rail access from the City of Eloy. As we all know, Pinal county needs to retain and preserve its industrial/commercial areas so it does not become a bedroom community. Also, the taxes generated from these uses greatly improve the cities within Pinal county. The re-alignment of I-10 will drastically increase the construction cost of that stretch of freeway and remove the City of Eloy's ability to improve the interchange of a private company to help fund the construction of the interchange. It also limits what can be constructed on the property on either side of I-10 until the freeway is fully improved, which could easily be thirty years from now. I have met with ADOT and DMJM and I have also voiced my concerns at open houses. I feel that there needs to be more discussion and interaction with the City of Eloy and the adjacent property owners before any decisions are made. Please feel free to contact me if you would like to discuss in more detail.</p> |
| Rose, Jordan R. 6613 N. Scottsdale Road, Ste. #200 Scottsdale, AZ 85250 | 480-505-3939 | rose@roselawgroup.com | | | | <p>We represent two separate landowners, each owning approximately ten acres of land near the Sunland Gin Road/I-10 Interchange. Please accept this letter as our formal comment regarding the Interchange. Attached you will find Exhibit A which is an enlarged depiction of the Sunland Gin interchange as shown in Alternative 1 on the ADOT website. You will also find attached as Exhibit B another depiction of the Sunland Gin interchange that has been prepared by ADOT but not yet been made public on its website. The configuration of the interchange as shown in Exhibit A is the only workable alignment for the area north of I-10. In contrast, the proposal in Exhibit B would be devastating to existing and future plans for landowners and the City of Eloy, on the north side of the Interstate. Our clients believe in the importance of a free flowing and prominently placed Sunland Gin Road. Accordingly, attached as Exhibit C you will find a configuration that includes the northern portion of Exhibit A combined with the interchange. The following is a detailed analysis of the many reasons why the alignment proposed in Exhibit A is not the best solution.</p> <p>1. Devastating to Local Business: With the adoption of the other configurations, numerous ongoing viable businesses currently located along Sunland Gin Road will no longer be viable because of the redirection of traffic away from Sunland Gin. This will be very costly to the City of Eloy.</p> <p>2. Importance of Sunland Gin Road: Pinal County regional planners and the City of Eloy have designated Sunland Gin Road as a commercial corridor. Under the configuration depicted in Exhibit B, all traffic exiting I-10 will be diverted eastward away from Sunland Gin Road, in direct conflict with the intent of the county and city planners. Based on Sunland Gin's regional significance we need to be sure to preserve its free flow of traffic headed north and south and not be diverted eastward.</p> <p>3. Land Planning and Economics: If the location of Sunland Gin is proposed to be moved in such a significant location it will be a disincentive to anyone who was planning a project in the vicinity of this important intersection. Owners will not plan something along the current existing alignment knowing that it is subject to change. At the same time, however, it will not make sense to plan something along the future alignment as that does not currently provide access. At the end of the day, this entire area will stagnate to the detriment of everyone (landowners and the City) unless Exhibit C is embraced.</p> <p>4. Railroad Crossing: The proposed redirecting of traffic to the east, possibly all the way to Overfield Road, will necessitate the construction of a new railroad crossing over or under the proposed arterial road, as the railroad has clearly indicated their intention to expand and widen their rail lines to accommodate a second rail line. This configuration will create a major barrier to the area and will be extremely costly to the City.</p> <p>5. Increased Costs Because of Needed Condemnation: The proposed redirecting of traffic to the east will necessitate creation of a new arterial road leading to and from the entrance and exit ramps to I-10. This will be extremely costly as it will necessitate numerous eminent domain and rights-of-way purchases. Any diversion from Sunland Gin will require the City of Eloy to purchase new right of ways to account for these new arterial roads. This result should be avoided because of the dramatically increased costs to the City.</p> <p>6. Commuter Traffic and Free Flow: Adoption of the other configurations will create severe traffic flow issues that can be completely avoided if our preferred alignment in Exhibit C is used. Commuters in the Eloy and surrounding regions use Sunland Gin as a commuter road to avoid traffic delays on the I-10. Any configuration other than Exhibit C would create multiple bottleneck situations for these commuters extending even to the north of Jimmy Kerr Boulevard and in all areas within several miles of Sunland Gin. Commuters should not be made to make multiple turns left and right when their only goal is to head north or south on this regionally significant roadway. Allowing the traffic to flow freely along Sunland Gin north and south, as shown in Exhibit C, will save the area commuters from adding extra miles to their daily travel and save them a most valued commodity - time.</p> <p>If you have any questions or concerns regarding our comments on the proposed alignment of Sunland Gin Road/I-10 interchange please give us a call. Certainly, we understand that more detailed engineering is necessary to identify the exact configuration, but the ultimate configuration should be as close as possible to that described herein. We hope you consider our comments in moving forward with the development of this interchange as it is of utmost importance to the future of Eloy. Thank you for your consideration in this matter.</p> |

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|---|---|--|
| Arizona Department of Transportation Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road TRACS No.: H 6773 01L Public Meeting Comment Summary | | |
| | | |
| Question | Answer | |
| Will speed limits be reduced after the freeway is widened to 10 lanes? | This is an issue that would be handled by the Legislature, so we can't give you a definite answer, but at this time we do not see any reason why the speed limit would be reduced from 75 MPH. | |
| Will the speed limits be reduced during construction? Will these speed restrictions reduce the speed of truckers crossing the country and create economic conflicts? | ADOT always lowers the speed limit during construction activities, safety is more important than the delay a reduced speed limit could cause to through traffic. | |
| Is everyone in favor of moving the Sunland Gin Bridge, this will create impacts to existing businesses like mine, you do not understand the impacts that will be caused to businesses, and I am not in agreement with what is shown. | This is why we have Public Meetings like the one tonight. We have heard you and thank you for your comment. | |
| Is this the final design, or is there a possibility of changes? Who has been involved in making these recommendations? | This is not a final plan, and based on your input tonight we may make changes. We have presented this plan to Pinal County and the Eloy City Council. We do not plan a project like this in a vacuum, we have a Technical Advisory Committee that includes all of the local jurisdictions and they have been | |
| Where will the I-10 Bypass be located, I have heard it will go through the San Pedro Valley, that will not be a good option. | We do not know where this will be planned, they are just beginning the process to plan this project. | |
| When will final plan be approved? Where will the funding come from for these improvements? | We plan to present the final recommendations to the State Transportation Board in the Spring or Summer of next year, their approval will make the recommendations final. The funding for a project like this usually comes from the Federal Hurf Fund, these are funds provided from the Federal | |
| What will these recommendations do about waiting on the freeway during accidents? If there is an accident on the freeway you can wait for several hours because there is not enough access to the frontage roads. | This is why we are planning for new interchanges along the corridor, and improvements to the frontage roads. If you look on the maps here in the room you will see several locations where new interchanges are proposed. One of the reasons for these interchanges is to help the traffic situation during | |
| There is a problem with traffic and accidents between Casa Grande and Phoenix, why is this section of I-10 not included? | ADOT is working on a corridor study between I-8 and SR 202, and that study will make recommendations for that section of I-10. | |
| Concerning I-10 and specifically Marana, how much of the existing frontage road will be torn out, and how much will remain? Will there be more frontage roads available to use instead of the freeway? | There are sections of the frontage roads that will remain in the same location, and sections where it will be moved, you need to look at the maps to see the specifics of the plan. In the area where the UPRR is located adjacent to the frontage roads, the freeway will be moved away from the UPRR. We | |
| Will the improvements be using Rubber Pavement to reduce the noise impacts? | Yes, all of the projects ADOT constructs includes Rubberized Pavement, and this project will use this type of pavement. | |
| Are there going to be noise barriers? | Yes, there will be recommendations for Noise Barriers. The project includes a full Noise Analysis and this will determine where noise barriers are needed. | |
| Will there be an HOV lane? | No, we are not proposing an HOV Lane. | |
| How many vehicles go through the I-10/I-8 traffic interchange each day? | Do not have the number at this moment, our consultant is here tonight and they will provide the number following the meeting. | |
| Are there any future widening plans for SR87? | There are no near term widening plans, however ADOT is currently studying that corridor and there should be some long range recommendations to widen that corridor. | |
| Why doesn't ADOT convert I-10 to a toll road so some of the money needed for these improvements can come from tourists and the truckers that use the highway? | Most states, including Arizona, are looking at Toll Road options. Historically in the Western states Toll Roads are not looked favorably upon, and this is a political issue that the legislature is working on. | |
| QUESTIONS ASKED AT THE WEDNESDAY, MAY 16, 2007, MEETING AT ESTES ELEMENTARY SCHOOL, MARANA, AZ | | |
| Question | Answer | |
| What is the anticipated time span for construction of these recommendations, will it be in the next 3 to 5 years? | We estimate that a project like this will be constructed over the next 10 to 25 years. This is a 40 mile corridor and we are proposing total reconstruction of the entire corridor, that will take a lot of funding and will need to be spread over many years. In example the reconstruction of I-10 through | |
| When you complete a project like this, what office of the EPA are you coordinating with? The Santa Cruz River is a protected watershed and this watershed is regulated by the San Francisco Office of the EPA, are you coordinating with that office? | ADOT has a group that specializes in the environmental portion of this project, they are coordinating directly with the Federal Highway Administration. The environmental document for this project is approved by the FHWA, and before they approve it they will coordinate with all of the jurisdictions | |
| How will the order that improvements will be implemented be prioritized? | That part of the study has not been completed at this time, but there will be a specific implementation plan included in the study. There is a lot of developer activity along the corridor, and ADOT intends on some of the funding to be contributed by developers that benefit from these improvements, | |
| How will the lanes (for the 3rd lane widening projects) be widened from Pinal Air Park north? | In the direction of Phoenix the lane will be added on the outside, and in the direction of Tucson the lane will be added on the inside. | |
| Have all of the locations where future interchanges will be allowed been identified? | Yes, the locations of the future interchanges are included on the maps in the room tonight, and they are shown on the handouts. We also have a website, www.i10tucsondistrict.com, where you can access the information presented tonight. | |

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Public Meeting Comment Summary

QUESTIONS ASKED AT THE THURSDAY, MAY 17, 2007, MEETING AT CITY OF CASA GRANDE COUNCIL CHAMBER

| Question | Answer |
|---|--|
| What is the estimated time for the I-10/I-8 project commencement? | We have not looked at how the corridor will be implemented yet. That is the next step of the study, and we will have that information at the next public meeting. |
| You stated these improvements will be completed by 2030, but you also stated something will be constructed within the next 5 years. What will be constructed within the next 5 years? | We are constructing a third lane in each direction over the next several years, which is an interim project. The long range improvements we are presenting tonight will be implemented between now and 2030. |
| When I look at Option C in Picacho, would you move the freeway with the third lane widening, or with the 5 lane widening? | If we go forward with Option C, we will have to evaluate if we move the freeway with the third lane widening. Moving a freeway is expensive, and we may not want to do that until we reconstruct the freeway for 5 lanes. However, we also try to avoid throw away improvements, so we need to evaluate |
| How much right-of-way will be taken? | Today we have 300' to 350' feet of right of way, in the past we stated that we needed about 60 feet on each side, but recently we have looked at the detailed design, and drainage needs and determined we need a little more right of way. Our recommendation is to have 500 feet of right of way width, |
| How wide is the existing freeway? I want to determine if you need to take my house. | The existing freeway has an 84 feet wide median and 40 feet of pavement on each side. The proposed freeway would have 5 lanes in each direction and frontage roads, but the entire 500 feet of width will not be all pavement. We suggest you look at the maps provided to determine if the proposed plan |
| The Sunland Gin realignment impacts my business. Soon there will be over a million square foot distribution center. This configuration at Sunland Gin Road cannot handle the projected traffic flow and that will impact all of the businesses. What studies have been completed about the impacts to local businesses? | This plan does provide access to all of the businesses. We have met with many of the businesses along Sunland Gin Road, and we understand there are some concerns about what is presented. We are here tonight to obtain any comments you have about this plan. We have worked closely with Eloy, Casa Grande and all of the other jurisdictions on these recommendations. |
| Who is coordinating the local roadway system at Sunland Gin Road? | The actual plan for the local roadway system is up to Eloy and Casa Grande, we have coordinated with both, but at this time we do not have a detailed plan for the local roadway system. |
| Is Jimmie Kerr Boulevard to be expanded, or remain two lanes? Will this plan affect the access to Mountain View Estates? | This plan proposes to move Sunland Gin Road, and that would be an improvement for access to Mountain View Estates, we predict that the stacking of trucks would not be a problem with this proposed plan. |
| You are adding the 3rd lane from Tucson to Phoenix, Will ADOT implement the new frontage roads from Tangerine toward Phoenix? | We are working on the 3rd lane from Tucson to Phoenix, but at this point we do not have an implementation plan for the ultimate improvements. This is the next step for the study, and should be discussing possible implementation at the next meetings. |
| Will there be rubberized asphalt? | Yes, ADOT uses rubberized asphalt on all projects. |
| Will there be meetings like this with the community after the implementation of the plan begins? | Yes, ADOT continues the public outreach all through design and construction. |
| When can the next meeting be expected? | We will have another public meeting next spring. |
| What is the process for the entire project, including the approval and commencement? | reason why the State Board would not approve the recommendations. Following approval, funding can be programmed for these improvements and one of the first activities may be right of way preservation. |
| What is the estimated time for state approval? | We are scheduled to finish our documents next spring, and expect to go to the State Board sometime next summer. |
| What do you recommend landowners desiring to complete improvements on their land do if you are identifying it as proposed right-of-way? | improvements within the proposed right of way. If a landowner is looking to do some improvements, the local jurisdiction may be able to work with the development plans to reserve the proposed right of way for future freeway improvements. |
| Once the plan is approved, what is the anticipated time for the commencement of the budget process? Does ADOT expect me to do nothing with my land until they are ready to purchase it? | make improvements in the sections of land identified as future right of way, but it is your land and you can do what you want. We are here tonight to present the recommended plan so you are aware of any future plans that may impact your property, and plan the appropriate improvements. |
| At what point will Option A, B or C in Picacho be designated? | ADOT will make a decision about the Picacho Area based on comments we receive tonight, and other engineering and environmental considerations. Our plan is to make a decision on Options A, B or C following these meetings. |
| When will the water improvement district know which of the three options in Picacho will impact us? | ADOT is planning to make a decision within the weeks following these meetings. |
| Will there be any changes to the local (neighborhood) infrastructure? | The local roadways is the responsibility of the local jurisdictions, ADOT is only planning improvements to the Freeway corridor. |
| Will the railroad be widened along Jimmie Kerr Blvd? | Yes, the UPRR is double tracking the mainline within the next several years |
| Why doesn't the newsletter or the information displayed at this meeting show all of the alternatives considered? | ADOT held meetings last September where the alternatives were presented, however all of the information from the previous meeting is available on the website. |
| Is this project at all related to the bypass proposal around Tucson, would the bypass relieve the predicted congestion? | Yes the bypass would relieve some of the traffic projected along I-10, but the Bypass is proposed as a long range project and would most likely be implemented long after these improvements are completed. |
| Where is the bypass proposed, and how would it join or connect to I-10? | The idea of the bypass it to provide an alternative to I-10. We do not know where it would be located at this time, ADOT is just beginning that study. The team that is studying the bypass is having meetings about the project in Tucson, Eloy, and Coolidge. |
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| | |

Summary of Picacho Neighborhood Meeting

Arizona Department of Transportation (ADOT)
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Project No.: H 6773 01L
Picacho Neighborhood Meeting Summary

Objective

- To show the recommended alignment of I-10 through the Picacho area
- To give the status of the interim widening projects
- Obtain public input on recommendations presented

Date/Time/Location

- Thursday, Aug. 21, 2008
- 5 p.m. – 7 p.m., with a presentation at 5:30 p.m, followed by a question-and-answer session
- Picacho Elementary School, 17865 S. Vail

Public Notification

- Monday, July 28, 2008
 - City of Eloy Council presentation
- Friday, Aug. 1, 2008
 - Government official notification letter e-mailed
- Week of Aug. 4, 2008
 - News release distributed
 - Invitation letter distributed to Picacho post office (follow up phone call to PO to ensure delivery)
- Week of Aug. 11, 2008
 - Flier posted in public places

Team Attendance

- **ADOT:** Tangella Diaz, Pete Mayne, Barbara Pursell, Linda Ritter, Karen Whitlock, Steve Wilson, Victor Yang
- **Federal Highway Administration (FHWA):** Tom Deitering
- **DMJM Harris:** Ken Cole, Mike Kies, Felipe Ladron, Adam Miller, Doug Smith
- **Gordley Design Group:** Angie Brown, Jan Gordley, Susan Parcels

Public Attendance (see attached sign-in sheets)

- Approximately 70 people attended

Displays

- Options A, B and C previously shown at May 2007 open houses
- Map of recommended alignment
- Advantages of recommended alignment

Materials

- Handout, including recommended alternative with its advantages, along with the project and public process
- Comment form
- Question card
- Sign-in sheets

Presentation

- Introductory remarks – Linda Ritter
- PowerPoint presentation – Mike Kies

Question-and-Answer Session

- Linda Ritter read questions submitted on question cards and the team answered
 - When will property owners need to evacuate their properties?
 - When will we have to start moving and how long do we have to move out? (Been here 30 years.)
 - When will we know before we sell out? My mother just passed away and I have been left more than I can take care of.
 - Some of us are up in age (over 65) and to wait two or three years more, we will be too old to move. Any chance you can acquire the land as soon as you decide on A, B or C?
 - I want to know more about land loss/swap.
 - What is the estimated time and date of the start for the Picacho section?
 - Why not put the interstate north of the railroad and leave the homes alone?
 - How do we get our kids to the school, which is north of the tracks?
 - An overpass over I-10 and the railroad tracks needs to be in place for first responders. Primary fire protection comes from south of Picacho, and the school is on the north side of I-10 and the railroad.
 - Will this new freeway affect our water system (tank and well)?
 - Do we have to drink Eloy water until you get our well done?
 - Will the interchange improvements for State Route (SR) 87 be constructed along with the widening of I-10 if the preferred alternative is selected?
 - Will the north right-of-way of I-10 be contiguous with the south right-of-way of the railroad?
 - Is this funded?

Public Comments (see attached comment summary)

- Seven comments were received at the public meeting
 - Four were in favor of the recommended alternative
 - One said he would not be impacted, and that you can't stop progress
 - One wanted additional information about water supply and school access
 - One did not like the recommended alternative, due to school access and the inconvenience of having to drive further to access north of the interstate and railroad
- Two comments were received after the meeting
 - One owns 1,600 acres of land between the Picacho and Sunshine Boulevard exits and is building a theme park and film studio; he wanted detailed information about the plans. He is in favor of the recommendation, but his projects will be completed prior to construction.
 - One did not like the recommended alternative, due to school access.



Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Aug. 5, 2008

Floyd Roehrich Jr.
Acting State Engineer

Dear Government Official:

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are preparing a corridor study of Interstate 10, from milepost (MP) 196 just north of its junction with Interstate 8 in Casa Grande, to MP 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

ADOT and FHWA will be holding a neighborhood meeting to provide information regarding alignment of Interstate 10 through the Picacho area (MP 210 to MP 213) and to request input from area residents, businesses and stakeholders.

In May of 2007, three alternatives for the alignment of Interstate 10 through the Picacho area were presented at public meetings held throughout the corridor, and comments from the public were received for review and consideration. More information about these alternatives may be found on the project Web site (www.i10tucsondistrict.com). After further study, discussion and input, the project team is recommending a preferred alternative, which will be presented at this neighborhood meeting.

Aug. 21, 2008

5 – 7 p.m., presentation at 5:30 p.m. followed by question-and-answer session
Picacho Elementary School
17865 S. Vail Road
Picacho, AZ 85241

The public may stop by at any time between 5 and 7 p.m. A presentation will be given at 5:30, followed by questions and answers. Maps and displays will be available for viewing before and after the presentation. The public will be encouraged to fill out and submit comment forms. Representatives from ADOT and the study team will be present to answer questions and address concerns about the study.

The meetings will be advertised through a postcard invitation mailed to approximately 400 residents, property owners, business owners and other interested parties in the Picacho area, in addition to fliers posted in the area and a news release sent to area media. Information about the project and meetings will be posted on the project Web site at www.i10tucsondistrict.com.

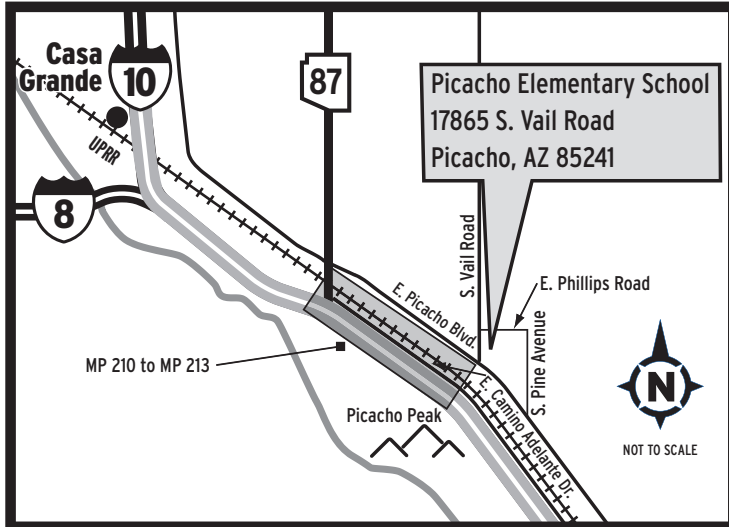
We invite you to participate in the neighborhood meeting and public participation process. ADOT is committed to working with the public and governmental representatives to develop the long-range plan for I-10.

Sincerely,
Victor Yang
ADOT Predesign Project Manager
(602) 712-8715

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



NEIGHBORHOOD MEETING You're Invited!



Si le gustaria recibir información en español, favor de comunicarse con Arizeder Urreiztieta al (520) 327-6077. Gracias.

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are preparing a corridor study of Interstate 10, from milepost (MP) 196 just north of its junction with Interstate 8 in Casa Grande, to MP 240 at Tangerine Road in Marana. ADOT and FHWA would like to invite you to attend a neighborhood meeting regarding the alignment of Interstate 10 through the Picacho area (MP 210 to MP 213) and request input from area residents, businesses and stakeholders.

In May of 2007, three alternatives for the alignment of Interstate 10 through the Picacho area were presented at public meetings held throughout the corridor, and comments from the public were received for review and consideration. After further study, discussion and input, the project team is recommending a preferred alternative, which will be presented at this neighborhood meeting.

Aug. 21, 2008

**5 – 7 p.m. with a presentation at 5:30 p.m.
Followed by a question-and-answer session
Picacho Elementary School
17865 S. Vail Road, Picacho, AZ 85241**

You may stop by at any time between 5 and 7 p.m. A presentation will be given at 5:30 p.m. Representatives from ADOT and the project team will present displays, provide general project information, answer questions and collect feedback.

For additional information about the neighborhood meeting, or to submit written comments, please contact ADOT care of Angie Brown at Gordley Design Group at angie@gordleydesign.com, phone: (520) 327-6077 or fax: (520) 327-4687. Information may also be found by visiting the project Web site at www.i10tucsondistrict.com.

Americans with Disabilities Act (ADA): Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Angie Brown at angie@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

ADOT Tucson District Engineer
Greg Gentsch

ADOT Predesign Project Manager
Victor Yang

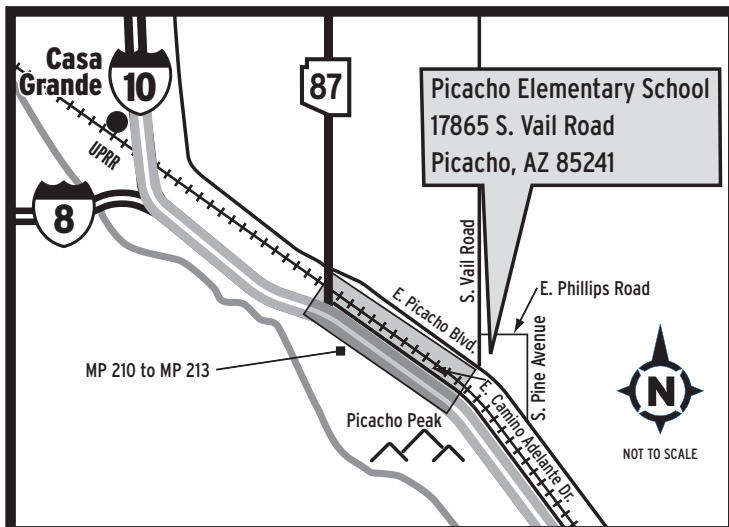
ADOT Acting State Engineer
Floyd Roehrich

Project No. 10PN199H67730IL

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



NEIGHBORHOOD MEETING You're Invited!



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ADOT Tucson District Engineer
Greg Gentsch

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Victor Yang

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Floyd Roehrich

Project No. 10PN199H67730IL



Arizona Department of Transportation
c/o Community Relations
2540 N. Tucson Blvd.
Tucson, AZ 85716

Save the Date!

**BOX HOLDER
PICACHO, AZ 85241**



Arizona Department of Transportation
c/o Community Relations
2540 N. Tucson Blvd.
Tucson, AZ 85716

Save the Date!

**BOX HOLDER
PICACHO, AZ 85241**



For Immediate Release
Contact:
ADOT Media Relations
Phone: (800) 949-8057

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are preparing a corridor study of Interstate 10, from milepost (MP) 196 just north of its junction with Interstate 8 in Casa Grande, to MP 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

ADOT and FHWA would like to invite the public to a neighborhood meeting regarding the alignment of Interstate 10 through the Picacho area (MP 210 to MP 213) and request input from area residents, businesses and stakeholders.

In May of 2007, three alternatives for the alignment of Interstate 10 through the Picacho area were presented at public meetings held throughout the corridor, and comments from the public were received for review and consideration. More information about these alternatives may be found on the project Web site (www.i10tucsondistrict.com). After further study, discussion and input, the project team is recommending a preferred alternative, which will be presented at this neighborhood meeting.

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Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

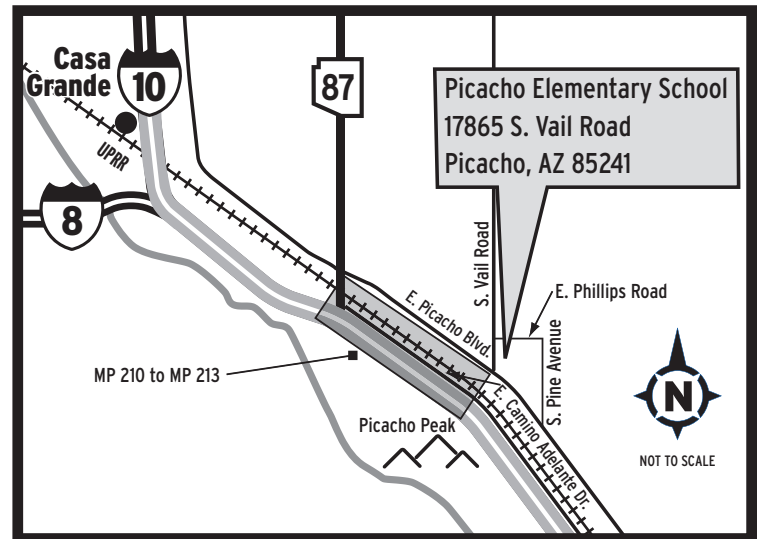
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ADOT Tucson District Engineer
Greg Gentsch

ADOT Predesign Project Manager
Victor Yang

ADOT Acting State Engineer
Floyd Roehrich

Project No. 10PN199H6773OIL





Sign-In Sheet
 Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
 Project No. 10PN199H677301L
 Neighborhood Meeting – Picacho Elementary School
 Thursday, Aug. 21, 2008



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| Printed Name | Representing | Address and Zip | Phone | E-mail |
|---------------------------|-------------------------------|--|---------------------|-------------------------------|
| <i>Maria Lopez</i> | | <i>441 S. D. St 502</i> | <i>416-3576</i> | |
| <i>Linda R. P. Villar</i> | | <i>P.O. Box 214 Picacho Ariz</i> | <i>520-220-1017</i> | |
| <i>MARTIN HERRERA</i> | | <i>P.O. Box 214 Picacho Ariz</i> | <i>520-220-1017</i> | |
| <i>Lindsey Gannon</i> | <i>Elm Community</i> | <i>710 N. Main St 504 N. Main St</i> | <i>520-466-7337</i> | <i>editor@picachonews.com</i> |
| <i>Joe Los</i> | | <i>1859 S. Picacho Way</i> | <i>414-526-7100</i> | |
| <i>Stella Perez</i> | <i>Mary Rivera Camino</i> | <i>9626 N. 35th St. Phoenix Ariz 85028</i> | <i>602-925-3844</i> | <i>Dr.perez@car.net</i> |
| <i>Die Munoz</i> | <i>M.F. Munoz Ent.</i> | <i>7907 E. Chaparral</i> | <i>602-925-3844</i> | <i>munoz@car.net</i> |
| <i>Nate Skinner</i> | <i>JLC Family Inv.</i> | <i>1744 S. Val Vista, 217 West Ave</i> | <i>410-755-2140</i> | <i>nate@niskinnerlaw.com</i> |
| <i>Todd Cooley</i> | <i>JLC Family Inv.</i> | <i>17407 E. Ray, Gilbert, AZ 85235</i> | <i>480-968-7110</i> | <i>Todd@cooleystation.com</i> |
| <i>Tracy ALOS</i> | <i>ALOS</i> | <i>18160 S. 1st Ave</i> | | <i>tracy@alos.net</i> |
| | | | | |
| | | | | |



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|------------------------|--------------|-----------------------------------|---------------------|---------------------------------|
| <i>Michael Ramirez</i> | | <i>16877 W. Hudson Ave. 85241</i> | <i>316-9043</i> | <i>Chatyug@yahoo.com</i> |
| <i>Madeline Lopez</i> | | <i>5694 Eisenhower</i> | <i>460-4713</i> | |
| <i>Maria Wilson</i> | | <i>5694 Eisenhower</i> | <i>460-4713</i> | |
| <i>Brandon Macian</i> | | <i>18145 S. Ainsley Rd 85241</i> | <i>520 780-7042</i> | |
| <i>Ann Reed</i> | | <i>4420 E. Green Res Rd</i> | <i>520-466-4020</i> | <i>hannah421@gmail.com</i> |
| <i>Anita Marton</i> | | <i>PO Box 62 Picacho</i> | <i>251-1177</i> | <i>eddiejones1976@yahoo.com</i> |
| <i>Paul + Emilee</i> | | <i>PO Box 62 Picacho</i> | <i>251-1196</i> | <i>PaulJones1976@gmail.com</i> |
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|----------------|--------------|-----------------|--------------|------------------|
| Barb Russell | ADOT | | | |
| Victor Yang | ADOT | | | |
| Helise Jackson | DMJM | | | |
| Mike Beis | DMJM | | | |
| Pete Mayne | ADOT | | | |
| Ken Cole | DMJM | | | |
| Adam Miller | DMJM Harris | | | |
| Don Berham | | Tucson | 520 401 9333 | cleebcrb@usa.com |
| Steve Wilson | ADOT | | | |
| Doug Smith | DMJM | | | |
| Bill Dorice | | Picacho | 485-3240 | — |
| Beth Smith | | Picacho | 468-3240 | — |



Sign-In Sheet
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|--------------------|--------------|--|--------------|------------------------|
| DEBORAH BROWN | | 2012 N. 2nd St. Phoenix, AZ 85011 | 520 466-3703 | |
| NORBERTO HERNANDEZ | | PO Box 284 Phoenix, AZ 85001 | 620 223-7502 | |
| JOHN B. HENDERSON | | 8000 N. 2nd St. Phoenix, AZ 85011 | 602 233-1111 | |
| JOHN PAULSEN | | 2405 E. Hermosa Vista Blvd. Mesa, AZ 85217 | 480-329-5701 | |
| MARY B. ESPINOZA | Self | 1160 Palo Verde Loop Coolidge, AZ 85115 | 520-560-8702 | mboracke@msn.com |
| JERRI BROWNE | | 6089 E. BINKLEY RD. TUCSON, AZ 85712 | | |
| JESSIE B. BROWN | SELF | 6300 CAMINO DEL CIELO, BOX 216, TUCSON, AZ 85711 | 520 416-3244 | |
| BEN BELKIN | Walton Int'l | 4800 N. Scottsdale Rd. Scottsdale, AZ 85251 | 602-264-1298 | bbelkin@waltonintl.com |
| EVERETT ROSEN | self | 7010 EISENHART ST. PHOENIX, AZ 85032 | 520 466-3407 | EROS@AOL.COM |
| Doug Hansen | Final | | | |
| Tom Deitering | FWHA | | | |
| RITA T. BARRA | CHARTER | 90 CAMINO DEL CIELO, BOX 216, TUCSON, AZ 85711 | 520-560-8702 | rtbarr@cox.net |



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|---------------------------|---------------------------|---|----------------------------|----------------------------|
| <i>[Handwritten Name]</i> | | <i>[Handwritten Address]</i> | <i>[Handwritten Phone]</i> | |
| <i>[Handwritten Name]</i> | <i>[Handwritten Name]</i> | <i>[Handwritten Address]</i> | <i>[Handwritten Phone]</i> | <i>[Handwritten Email]</i> |
| George Ramirez | | PO BOX 1165 AZ City, AZ 85223 | 520 466-6764 | |
| Gary Skouby | | 6698 E. Cienfuegos | | |
| Steven Sylvester | | 5550 Cienfuegos | 466-9166 | |
| Eric Schulman | | PO BOX 3886 AZ City AZ 85223 | | Sholand4@yahoo.com |
| Maria Sandoz | | 5716 Cienfuegos | | |
| Karen Brinkley | Self | 1501 Brinkley | 466-9166 | |
| Jocelyn Miller | | 1 | 466-9166 | |
| Ruth Mae | Flying J | 4500 Cienfuegos | 466-9166 | |
| Michael Mitchell | Flying J | Same | Same | |
| Tristan Woster | EEC? | 4625 E FT. LOWELL RD TUCSON AZ 85730 | 520 321 4625 | twoster@hotmail.com |



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|----------------------------|---------------------|----------------------------|-----------------------|-------------------|
| <u>Ruth Smith</u> | | <u>PO Box 472</u> | <u>520-450-3361</u> | |
| <u>Greg Smith</u> | | <u>SAUERAS ABOVE</u> | <u>same</u> | |
| <u>ARTH STILLA BENTLEY</u> | | <u>Po Box 472</u> | <u>520-450-3361</u> | |
| <u>Larry Jo Ramos</u> | | <u>Po Box 472</u> | <u>520-450-3361</u> | |
| <u>Mary C Durr</u> | | <u>Po Box 25</u> | <u>520-466-7752</u> | |
| <u>Stephen R. Durr</u> | | <u>" "</u> | <u>" "</u> | |
| <u>JAMES CASSARA</u> | <u>DESERT COURT</u> | <u>PO BOX 61</u> | <u>(480) 200-0751</u> | |
| <u>JEFF GRIZZLE</u> | <u>AVENUE</u> | <u>CHANDLER</u> | <u>(602) 769-1784</u> | |
| <u>Bruce MANTAN</u> | <u>Edleone Br</u> | <u>6365 Camino del Sol</u> | <u>520-431-3012</u> | <u>Edleone Br</u> |
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|------------------------|---------------------|-------------------------------------|--------------|-------------------------|
| MIGUEL RAMIREZ | my father | 1729 W. Highland | 602-242-5325 | |
| RUTHANNE ALLMAN | Picacho Food Stores | 7060 E. SUNDRIAN, Picacho, AZ 85641 | | RALLMAN87@EARTHLINK.NET |
| JASON KOURATH | Charlie Anthony | | | |
| JOANNE PIERCE | | 18555 E. PICO BLVD | 520-468-3510 | |
| CHARLES GUTHY | Charles Guthy | 5725 E. CANTINO | 520-464-3576 | |
| RON VOGLE | FINAL CO TAC | 130X 1024 RED ROCK | 520-251-1661 | |
| JOHN ELLIOTT | Self | 1100 W. 1st St | | ELLJOHN@GMAIL.COM |
| MARK COLLIER | Sally | 6275 Camino Del Rio | 466-7772 | |
| RON & DEANNE ROSENBERG | | | | |
| ED STANLEY | LEEC | 4625 E. CANTINO | 520-468-1625 | egstn@comcast.net |
| STELLA PEREZ | mother | PO Box 511, Upland, CA 92581 | 928-785-4000 | DRPEREZ@COX.NET |
| ABEL GARCIA | USPS Post Office | 15045 E. Camino Del Rio | 520-466-7748 | ABELGARCIA2@USPS.GOV |

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Project No.: 10PN199H677301L
Neighborhood Meeting - Aug. 21, 2008
Comment and Question Summary

| Name | Address | Phone | E-mail | Join list? | What do you like most about the recommended alternative? | What do you like least about the recommended alternative? | General Comments | How did you hear about this meeting? |
|---------------------------|---|----------------|----------------------|------------|--|---|---|--|
| COMMENTS SUBMITTED | | | | | | | | |
| Anonymous | | | | | | No access way to the school and having to drive all around to State Route (SR) 87. | I don't understand: everything was planned and thought out so well (supposedly). Why didn't anyone think about the access from one side of town to the other? Very inconvenient for residents (don't understand)! | |
| Belkin, Ben | 4800 N. Scottsdale Rd. Scottsdale, AZ 85251 | (602) 264-1298 | bbelkin@waltondm.com | yes | The fact the SR 87 interchange will be constructed along with the Alternative C improvements. | | There should be an interchange on I-10 at Battaglia Drive. | I was present for the presentation to the Eloy City Council. |
| Calkins, Mark | 6275 Camino Adelante Picacho, AZ 85241 | (520) 466-7772 | | | Maybe, by chance, it would help Picacho prosper in some way or another. It could not hurt anything. | | Good luck. | By all in Picacho, and then some. |
| Garza, Abel | Picacho, AZ 85241 | (520) 466-7748 | abel.garza2@usps.gov | yes | Well and water supply to the community of Picacho - outdated system needs constant care. How do we access the well and pump? -Abel Garza, Vice President Picacho Water Incorporated | Picacho School access - with the new freeway, how will our children/parents/buses have access to the school? Many kids walk to school, crossing the tracks. What will happen if kids try to cross the freeway? -Abel Garza, Board Member Picacho School | | Post office. |
| Ibarra, Raul | | | | | Well, to be honest, I can not see anything that I could say I like. | What I don't like is the fact that we are going to be left at a very bad inconvenience. It will be hard to get across from the south side of Picacho to the north side, or the school side. It would be nice if we could get a overpass at Picacho Road that would get us to the school easier. | I know that these kind of changes are inevitable and of great importance. I am one of many that will have to move and relocate. I am the pastor of the church in Picacho. The church will have to be relocated. We understand When it comes to moving and so on, but as long as our little community is not inconvenienced in getting to and from the school. | |

Arizona Department of Transportation
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| Name | Address | Phone | E-mail | Join list? | What do you like most about the recommended alternative? | What do you like least about the recommended alternative? | General Comments | How did you hear about this meeting? |
|----------------|---------------------------------|-------------------|--------------------------------|------------|--|--|--|--------------------------------------|
| Ramos, Larry | PO Box 152 Picacho, AZ 85241 | (520) 840-3231 | larry.j.ramos@m onsanto.com | yes | No more accidents at curves on I-10 now. I've seen so many accidents. I live at 5920 Eisenhower Road. I've seen families die on this old freeway - we need a change. | We need a change. | It's about time. Families have died on this curve. | Post office. |
| Raiz, Jesus B. | PO Box 276 Picacho, AZ 85241 | (520) 466-3244 | | yes | If Option C is approved, 5800 and 5900 Eisenhower Street, it may not impact these two properties. | Options A, B and C wipes me out. This impacts 6300 Camino Adelante and 6370 Camino Adelante. | You can't stop progress. | Post office. |
| Skoubis | PO Box 158 Picacho, AZ 85241 | (520) 280-1077 | geskoubis@ mac.com | yes | It would eliminate accidents at the westbound off-ramp. | I'm in favor of this option. | | Mailing. |

QUESTIONS SUBMITTED AT THE MEETING

| | | | | |
|--|--|--|--|--|
| When will property owners need to evacuate their properties? | | | | |
| When will we have to start moving and how long do we have to move out? (Been here 30 years.) | | | | |
| When will we know before we sell out? My mother just passed away and I have been left more than I can take care of. | | | | |
| Some of us are up in age (over 65) and to wait two or three years more, we will be too old to move. Any chance you can acquire the land as soon as you decide on A, B or C? | | | | |
| I want to know more about land loss/swap. | | | | |
| What is the estimated time and date of the start for the Picacho section? | | | | |
| Why not put the interstate north of the railroad and leave the homes alone? | | | | |
| How do we get our kids to the school, which is north of the tracks? | | | | |
| An overpass over I-10 and the railroad tracks needs to be in place for first responders. Primary fire protection comes from south of Picacho, <u>and the school is on the north side of I-10 and the railroad.</u> | | | | |
| Will this new freeway affect our water system (tank and well)? | | | | |
| Do we have to drink Eloy water until you get our well done? | | | | |
| Will the interchange improvements for SR 87 be constructed along with the widening of I-10 if the preferred alternative is selected? | | | | |
| Will the north right-of-way of I-10 be contiguous with the south right-of-way of the railroad? | | | | |
| Is this funded? | | | | |



Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Oct. 15, 2008

Floyd Roehrich Jr.
State Engineer

Dear Stakeholder,

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) held a public meeting on Aug. 21, 2008, at the Picacho Elementary School. The meeting was in regard to the recommended alignment of Interstate 10 through the community of Picacho as part of the corridor study of I-10, from milepost (MP) 196 just north of its junction with Interstate 8 in Casa Grande, to MP 240 at Tangerine Road in Marana.

The goal of the meeting was to provide information to and collect input from area residents, businesses and stakeholders regarding the preferred alternative, which would realign the freeway along the Union Pacific Railroad within the community of Picacho. We had a great turnout, and would like to thank everyone who came and participated.

We received a number of questions and comments regarding the preferred alternative through the community of Picacho, including **right-of-way concerns**, **school access concerns** and more. Please read the attached Frequently Asked Questions (FAQ) document for responses to these concerns.

To view the preferred alternative in greater detail, please visit www.i10tucsondistrict.com. For additional questions, please contact the project team:

- Linda Ritter, ADOT Communications Liaison, (520) 388-4266, lritter@azdot.gov
- Michael Kies, Consultant Project Manager, (602) 337-2595, michael.kies@dmjmharris.com
- Angie Brown, Public Involvement Specialist, (520) 327-6077, angie@gordleydesign.com

For more information regarding **right-of-way and acquisition** concerns, please contact:

- Peter Mayne, ADOT Right-of-Way Agent, (602) 712-8738, pmayne@azdot.gov

Sincerely,
Victor Yang
ADOT Predesign Project Manager
(602) 712-8715, vyang@azdot.gov

**Arizona Department of Transportation
I-10 Corridor Study: Jct. I-8 to Tangerine Road**

**Realignment of I-10 through Picacho Community
Fact Sheet and Frequently Asked Questions**

The Arizona Department of Transportation (ADOT) presented a preferred alternative for the realignment of Interstate 10 through the community of Picacho at a public meeting held on Aug. 21, 2008, as part of the I-10 Corridor Study: Jct. I-8 to Tangerine Road. To view details about the realignment, including maps, please visit www.i10tucsondistrict.com.

The advantages of the preferred realignment of I-10 through Picacho include:

- Reducing the number of freeway curves and improving traffic movement along I-10.
- Removing existing embankment to improve the visual aspects of the freeway.
- Relocating the freeway along the railroad mainline, consolidating a major freeway and major railroad into one corridor.
- Reduction of noise levels in areas of Picacho located south of the freeway.
- The realignment will be constructed as a separate project from the I-10 Corridor Study.
- Reconstruction of the State Route (SR) 87 interchange could be scheduled with the freeway realignment.

Frequently asked questions include:

- *Will the freeway realignment affect our water supply?*
 - No, the realignment of the freeway will not affect the Picacho water well.
- *How will the freeway realignment affect how our children get to school?*
 - The project team contacted Picacho Elementary School to discuss the possible impacts of the freeway alignment. The team learned that the school provides bus service to all children in the Picacho area, and prefers that students take the bus, due to concern for children crossing the railroad tracks. To access the school, the current school bus route serving Picacho will need to be rerouted to travel on SR 87, Milligan Road and Vail Road. It is anticipated that this would add a few minutes to the travel time, and school officials do not have concerns with rerouting the bus. Coordination with the school will continue through design and construction of the realignment.
- *How will the freeway realignment affect access for emergency service providers to our community?*
 - The project team contacted the area's emergency service providers to discuss the possible impacts of the freeway realignment, and learned that the realignment would not negatively impact response times for emergency situations. Coordination with emergency service providers will continue through design and construction of the realignment.
- *What are the timeframes and funding availability for the realignment and SR 87 improvements?*
 - Funding for the realignment and widening of I-10 to three lanes in each direction from SR 87 to Picacho Peak Boulevard has been confirmed. The project could begin construction in 2010.
- *What is the right-of-way and acquisition process and when will affected properties be purchased?*
 - For all right-of-way and acquisition questions, please contact Peter Mayne, ADOT Right-of-Way Agent, at pmayne@azdot.gov or (602) 712-8738.

APPENDIX G

AGENCY COORDINATION

This appendix contains copies of correspondence related to ongoing coordination and consultation with federal and state agencies and local governments related to the proposed project. The correspondence is arranged chronologically by topic. The following provides a guide to where specific related topics begin.

| | |
|---|-------|
| Agency Scoping | G-3 |
| Cultural Resources (Section 106) | G-18 |
| Threatened and Endangered Species (Section 107) | G-97 |
| Picacho Peak State Park (Section 4(f)) | G-107 |
| Sole Source Aquifer | G-113 |
| Picacho Water Improvement Corporation | G-116 |

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THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT

2001 NORTH CENTRAL AVENUE
PHOENIX, ARIZONA 85004
(602) 441-1000 • FAX (602) 441-1001

GOVERNOR
COMMISSIONERS
DIRECTOR
DEPUTY DIRECTOR

November 20, 2006

Ms. Kammy Horne
DMM Harris
2777 East Camelback Road, Suite 200
Phoenix, Arizona 85016

Re: Project Name: I-10 Corridor Study: Jet 1-8 to Tangerine Road
TRACS No.: 010 PN 199 116773 011.

Dear Ms. Horne:

The Arizona Game and Fish Department (Department) has reviewed the letter dated November 03, 2006, regarding the corridor study and Environmental Assessment for Interstate 10 (I-10) between its junction with Interstate 8 (I-8) at milepost (MP) 199 and Tangerine Road at MP 240. The Department understands the proposed study would identify long-term improvements through 2030 for I-10 including highway deficiencies, freight mobility, frontage roads, traffic interchanges, and drainage features. Per your request, the Department's Heritage Data Management System (HDMS) has been accessed and current records show that the special status species listed on the attachment have been documented as occurring in the project vicinity (2-mile buffer). In addition, this project does not occur within Proposed or Designated Critical Habitat. The Department is also enclosing handling guidelines for the Sonoran Desert tortoise. We offer the following comments for your consideration.

The Department's HDMS data are not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity.

The Department recommends incorporating design elements into this study which will facilitate wildlife movements and promote and/or maintain connectivity between viable wildlife habitats. The study should consider including avoidance or minimization measures including conducting project activities outside of breeding seasons for migratory bird species utilizing riparian habitats in the area. Direct, indirect, and cumulative impacts to wildlife and fish species including downstream impacts due to changes in water quality, quantity, chemistry, temperature, alteration to flow regimes (timing, magnitude, duration, and frequency of flows) and associated hydrologic components should be evaluated. In addition, bridge and overpass designs should consider inclusion of crevices conducive to bat roost sites. Fencing should be placed along the

9.

highway in key areas where high densities of desert tortoise occur. Wildlife crossings should incorporate habitat needs of large and small mammals, amphibians, avian, and reptiles while assisting in reduction of wildlife vehicle collisions. We offer specific recommendations in an attachment to this letter.

The Department understands Arizona's increasing human population has necessitated more roads, wider highways, and urban development across the state. However, the associated infrastructure can create barriers and prevent the movement of terrestrial and aquatic animals. These barriers isolate wildlife and their habitat, increase the likelihood of species mortality, and restrict the ability of animals to move between important undeveloped regions of the state.

The Department has undertaken a joint effort with the Arizona Department of Transportation (ADOT), the Federal Highway Administration (FHWA) and the U.S. Forest Service (USFS), along with representatives from other agencies and non-profit groups to identify wildlife linkages across the state that need to be maintained to ensure wildlife permeability. The Department is interested in maintaining wildlife connectivity in this region and in the broader context of future development and in relation to the roadway itself. Please contact Ray Schweinsburg, Research, Arizona Game and Fish Department at (602) 789-3251, for further information pertaining to current research, and the Department's interest in maintaining wildlife connectivity and permeability and specific design recommendations (culverts, etc.).

The Department appreciates the opportunity to provide preliminary comments on this study. In addition, the Department would like to continue this coordinated effort along with the opportunity to provide an evaluation of impacts to wildlife or wildlife habitats associated with the study recommendations when they become available. For further project coordination, please contact John Windes, Habitat Specialist, AGFD Region V at 520-628-5776 x 4442 or jwindes@agfdil.gov. If you have any questions regarding this letter, please contact me at (602) 789-3486.

Sincerely,

[illegible]

Alicia Sweezer
Project Evaluation Specialist

Attachments

cc: Joan Scott, Habitat Program Manager, Region V, AGID
John Winkles, Habitat Specialist, Region V, AGID

2013-01-01 01:12:13

**Arizona Game and Fish Department Recommendations for the corridor study and
Environmental Assessment for Interstate 10 (I-10) between its junction with Interstate 8 (I-
8) at milepost (MP) 199 and Tangerine Road at MP 240**

Attachment

November 20, 2006

The Department offers the following recommendations for minimizing potential impacts to wildlife and habitat:

- Minimize activities in or near riparian areas, where possible, as they are critical to biological community diversity and provide linear corridors important to various migratory species.
- Drainage control features such as culverts should be designed to prevent soil erosion and impacts to surface water quality with no net loss to riparian habitat quality, as well as providing connectivity for some wildlife species. If losses are unavoidable, specific mitigation for replacement value should be planned.
- Construct culverts to reduce/minimize barriers to migration of amphibians and other small wildlife. Overall culvert width, height, and length should be optimized for movement of the greatest number and diversity of species expected to utilize the passage. Culvert designs should consider moisture, light, and noise, while providing clear views at both ends to maximize utilization.
- A monitoring plan for wildlife crossing events should be developed to determine major crossing areas, behavior changes, and volume. This information may be used in future road design modifications to reduce wildlife mortality and to allow for movement of wildlife in appropriate locations across roads.
- Monitor ungulate and other wildlife track data while monitoring human tracks, providing data sharing opportunities with the Department.
- Staging areas and construction sites should be located in previously disturbed areas and revegetated with native species that approximate pre-disturbance plant community composition or native, as all efforts should be made to minimize impacts on vegetative communities.
- To protect fisheries and water quality, complete work as quickly as possible during low flows and consider bank stabilization opportunities.

- Consider design, structures and construction plans that minimize impacts to channel geometry, to avoid alteration of hydrological function or channel stability.
- During planning and construction, minimize potential introduction or spread of exotic/invasive species. Invasive species can be plants, animals (exotic snails), and other organisms (e.g., microbes), which may cause alteration to ecological functions or compete with or prey upon native species and can cause social impacts (e.g., livestock forage reduction, increase wildfire risk). The terms noxious weed or invasive plants are often used interchangeably. Precautions should be taken to wash all equipment utilized in the project activities before leaving the site. Arizona has noxious weed regulations (Arizona Revised Statutes, Rules R3-4-244 and R3-4-245). See Arizona Department of Agriculture website for restricted plants <http://www.azda.gov/PSD/quarantine5.htm>. Additionally, the U.S. Department of Agriculture has information regarding pest and invasive plant control methods including: pesticide, herbicide, biological control agents, and mechanical control: <http://www.usda.gov/wps/portal/usdahome>. The Department regulates the importation, purchasing, and transportation of wildlife and fish (Restricted Live Wildlife), please refer to the hunting regulations for further information: http://www.azgfd.gov/h_f/hunting_rules.shtml.
- During the planning stages of your project, please consider the local or regional needs of wildlife in regards to movement, connectivity, and access to habitat needs. Loss of this permeability prevents wildlife from accessing resources, finding mates, reduces gene flow, prevents wildlife from re-colonizing areas where local extirpations may have occurred, and ultimately prevents wildlife from contributing to ecosystem functions, such as pollination, seed dispersal, control of prey numbers, and resistance to invasive species. In many cases, streams and washes provide natural movement corridors for wildlife and should be maintained in their natural state. Uplands also support a large diversity of species, and should be contained within important wildlife movement corridors. In addition, maintaining biodiversity and ecosystem functions can be facilitated through improving designs of structures, fences, roadways, and culverts to promote passage for a variety of wildlife.
- Adjust the road grade to reduce the concentration of water carried by drainage ditches to stream crossings. Direct ditch flows away from the stream-crossing site or into an adequate filter.

Special Status Species within 3 Miles of I-10, MP 199 to MP 240

| NAME | COMMON NAME | ESA | USFS | BLM | STATE |
|---|-------------------------------|-----|------|-----|-------|
| <i>Abutilon tomentosum</i> | Pima Indian Mallow | SC | S | S | SR |
| <i>Athene cunicularia hyuguesa</i> | Western Burrowing Owl | SC | | S | |
| Bat Colony | | | | | |
| <i>Coccyzus americanus occidentalis</i> | Western Yellow-billed Cuckoo | C | S | | WSC |
| <i>Glaucidium brasilianum cactorum</i> | Cactus Fernandensis Pygmy-owl | SC | | | WSC |
| <i>Cochersia agassizii</i> (Sonoran Population) | Sonoran Desert Tortoise | SC | | | WSC |
| <i>Leptonycteris curasoae v. yerbabuena</i> | Lesser Long-nosed Bat | LE | S | | WSC |
| <i>Macrotus californicus</i> | California Leaf-nosed Bat | SC | | | WSC |
| <i>Myotis velifer</i> | Cave Myotis | SC | | S | |
| <i>Sigmodon ochrogaster</i> | Yelow-nosed Cotton Rat | SC | | | |
| <i>Tyrannus melancholicus</i> | Tropical Kingbird | | | | WSC |

No Critical Habitats in project area. AGFD # R08-11080332 Widening of Interstate 10 TRACS No. 010 PN 199 E6773 D11

Arizona Game and Fish Department Heritage Data Management System November 13, 2006
Project Evaluation Program

GUIDELINES FOR HANDLING SONORAN DESERT TORTOISES
ENCOUNTERED ON DEVELOPMENT PROJECTS

Arizona Game and Fish Department

Revised January 17, 1997

The Arizona Game and Fish Department (Department) has developed the following guidelines to reduce potential impacts to desert tortoises, and to promote the continued existence of tortoises throughout the state. These guidelines apply to short-term and/or small-scale projects, depending on the number of affected tortoises and specific type of project.

Desert tortoises of the Sonoran population are those occurring south and east of the Colorado River. Tortoises encountered in the open should be moved out of harm's way to adjacent appropriate habitat. If an occupied burrow is determined to be in jeopardy of destruction, the tortoise should be relocated to the nearest appropriate alternate burrow or other appropriate shelter, as determined by a qualified biologist. Tortoises should be moved less than 48 hours in advance of the habitat disturbance so they do not return to the area in the interim. Tortoises should be moved quickly, kept in an upright position at all times and placed in the shade. Separate disposable gloves should be worn for each tortoise handled to avoid potential transfer of disease between tortoises. Tortoises must not be moved if the ambient air temperature exceeds 105 degrees Fahrenheit unless an alternate burrow is available or the tortoise is in imminent danger.

A tortoise may be moved up to two miles, but no further than necessary from its original location. If a release site, or alternate burrow, is unavailable within this distance, and ambient air temperature exceeds 105 degrees Fahrenheit, the Department should be contacted to place the tortoise into a Department-regulated desert tortoise adoption program. Tortoises salvaged from projects which result in substantial permanent habitat loss (e.g. housing and highway projects), or those requiring removal during long-term (longer than one week) construction projects, will also be placed in desert tortoise adoption programs. *Managers of projects likely to affect desert tortoises should obtain a scientific collecting permit from the Department to facilitate temporary possession of tortoises.* Likewise, if large numbers of tortoises (>5) are expected to be displaced by a project, the project manager should contact the Department for guidance and/or assistance.

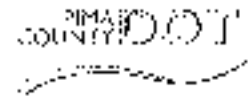
Please keep in mind the following points:

- These guidelines do not apply to the Mojave population of desert tortoises (north and west of the Colorado River). Mojave desert tortoises are specifically protected under the Endangered Species Act, as administered by the U.S. Fish and Wildlife Service.
- These guidelines are subject to revision at the discretion of the Department. We recommend that the Department be contacted during the planning stages of any project that may affect desert tortoises.
- Take, possession, or harassment of wild desert tortoises is prohibited by state law. Unless specifically authorized by the Department, or as noted above, project personnel should avoid disturbing any tortoise.

RACNFO-12



PIMA COUNTY
DEPARTMENT OF TRANSPORTATION
201 NORTH STONE AVENUE, THIRD FLOOR
TUCSON, ARIZONA 85701-1007



PRISCILLA E. CORNELIO, PE
DIRECTOR

520-740-7437
520-740-7436

November 21, 2006

Ms. Kammy Horne
DMJM Harris
2777 East Camelback Road, Suite 200
Phoenix, Arizona 85016

RE: TRACS No. 010 PN 199 H6773 01L
Project Name: I-10 Corridor Study, Jct. I-8 to Tangerine Road

Dear Kammy:

We received your letter informing us of an upcoming ADOT corridor study and Environmental Assessment (EA) for Interstate 10 (I-10) between its junction with Interstate 8 (I-8) and Tangerine Road and appreciate the opportunity to provide comments. This study will establish a plan to guide the development of I-10 through the year 2030.

At this time, we do not perceive any issues relevant to this study and offer no additional comments; however, please include Pima County in any future study updates. Again, we appreciate the opportunity to comment and look forward to a successful completion of the study. If you have any questions or would like additional information, please feel free to call me at 520-740-6436.

Sincerely,

Ana M. Olivares, PE
Deputy Director - Infrastructure

c: Priscilla Cornelio, Director
Melissa Maiefski, ADOT Environmental Planning Group, Tucson District



Department of Energy
Western Area Power Administration
Desert Southwest Customer Service Region
P.O. Box 6457
Phoenix, AZ 85005-6457

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Control # 1502
Description: 176

Ms. Kammy Horne
DMJM Harris
2777 East Camelback Road,
Suite 200
Phoenix, AZ 85016

Dear Ms. Horne:

We received your letter dated November 3, 2006, together with general project maps concerning the Interstate 10 (I-10), Corridor Study, Jct. I-8 to Tangerine Road Project, TRACS No. 010 PN 199 H6773 01L.

Western Area Power Administration (Western) owns, operates, and maintains certain transmission lines that are located in Pinal and Pima Counties, Arizona, and which might be impacted by this roadway improvement project.

Western has concerns with landscaping, lighting, any change in topography, excavation near the towers, fencing, and any other use or crossing of the transmission line rights-of-way, since these can impact the safe operation and maintenance of our facilities.

Another concern is Western's access requirements. In order to perform routine and emergency maintenance on the transmission lines, Western must ensure unimpeded access is maintained to its towers, as well as the mid-span areas within the transmission line corridor, at all times.

Western may be interested in participating as a cooperating agency in the NEPA process, based upon the Council on Environmental Quality's emphasis on agencies becoming cooperating agencies, where they have jurisdiction (40 CFR 1501.6). As a cooperating agency, Western would strengthen the environmental review by providing technical expertise for transmission system operation and maintenance, environmental concerns, and other areas. Western's involvement would ensure that the process also satisfies our agency-specific requirements regarding possible impacts to the reliable operation of our transmission system.

We request that, as plans for the freeway are further developed, and if these plans involve Western's easement areas, you submit these to this office for review. There are certain prohibited activities/uses within our rights-of-way; therefore, we need to review detailed plans to more adequately evaluate the impacts, if any, on Western's facilities. Please indicate on the plans the Sections, Townships, and Ranges the proposed crossing or use will involve. If the proposed crossing or use of the right-of-way is compatible with Western's rights and needs, a License Agreement will be issued to cover the crossing/use of the right-of-way.

Should additional service be required of Western on the proposed use of the rights-of-way, a written request will need to be addressed to Jean Gray, Assistant Regional Manager for Power Marketing, at the above address. A Letter Agreement will be prepared to provide the advanced funds for Western to perform the needed service.

If you have any land-related questions or require additional information, please contact me at (602) 605-2564.

Sincerely,



Jo Penunuri
Realty Specialist

PINAL COUNTY
BOARD OF SUPERVISORS

LIONEL D. RUIZ, District 1
Mesa

SANDIE SMITH, District 2
Apache Junction

DAVID SMITH, District 3
Casa Grande



TECHNOLOGY

Office of the County Manager

County Manager

TERRY DOOLITTLE
County Manager

December 1, 2006

Mr. Victor Mendez, Director
Arizona Department of Transportation
207 S. 17th Ave MD 100
Phoenix, Arizona 85007

Re: Study of I-10 Corridor from Jct. I-8/I-10 to Tangerine Rd

Dear Mr. Mendez,

Attached to this letter is a Resolution of support from the Pinal County Board of Supervisors for Alternative 1 of the I-10 Corridor study. As part of your environmental mitigation you must plan to mitigate the noise concerns for land owners who have already entitled rights to develop property adjacent to the I-10 corridor. We will ensure future land development accounts for noise mitigation as they receive zoning approval.

We look forward to our continuous working relationship with you and your staff towards improving the transportation challenges facing both our agencies. If you have any questions or comments please feel free to contact me (520) 866-6212.

Sincerely,


Terry Doolittle
Pinal County Manager

Attachment

TD/ags

cc: Michael Kies

**AGENDA FORM
FOR
PINAL COUNTY BOARD OF SUPERVISORS**

CC: Daily News

Suggested: N/A
Generates Revenue for County: N/A
Revenue Generated: N/A
Saves County Funds: N/A
Savings of Funds: N/A
Cost to County: N/A
Reduces Contests: N/A
Budget Line Reduced/Contests: N/A

Competitive negotiations (PC#347) N/A
Two tier competitive negotiation (PC#347) N/A
Request of Qualifications (PC#347) N/A
Multi phase sealed bidding (PC#326) N/A
Intergovernmental Agreement (PC#353) N/A
Contract via sealed proposals (PC#329) N/A
Exception for County Order (PC#353) N/A

1. REQUESTED BY:
Fund No. _____ Dept No. **02134** Dept Name: **Public Works Director Gregory Stanley**

2. BRIEF DESCRIPTION OF AGENCY ITEM AND REQUESTED BOARD ACTION. Discuss or Approval/Disapproval of Resolution No. **11-06-A-1** approving the Department of Public Works staff recommendation in support of Alternative 1 for the 10 Canyon Study, located N to Tangerine Road, conducted by the Arizona Department of Transportation in conjunction with the Federal Highway Administration. The purpose of the study is to evaluate the 41-mile long project corridor located within the central portion of Pinal County and the northeastern portion of Pinal County and to establish a plan to guide the development of 10 Canyon through 2030. (Gregory Stanley)

3. MOTION: It is moved that the Pinal County Board of Supervisors approve Resolution No. **11-06-A-1** approving the Department of Public Works staff recommendation in support of Alternative 1 for the 10 Canyon Study, located N to Tangerine Road, conducted by the Arizona Department of Transportation in conjunction with the Federal Highway Administration. The purpose of the study is to evaluate the 41-mile long project corridor located within the central portion of Pinal County and the northeastern portion of Pinal County and to establish a plan to guide the development of 10 Canyon through 2030. (Gregory Stanley)

4. DEPARTMENT

Gregory Stanley 11/16/06
Approved by Gregory Stanley, Director Date
AG06-009

5. ASSISTANT COUNTY MANAGER:

Ken Buchanan 11/16/06
Ken Buchanan, AGM-Development Services Date
Approved *IX* (Signature)

6. GRANTS AND CONTRACTS ADMINISTRATOR

7. PURCHASING DEPARTMENT:

Approve _____ Disapprove _____ Date _____

Approve _____ Disapprove _____ Date _____

8. COUNTY ATTORNEY'S OFFICE

9. FINANCE OFFICE:

Gregory Stanley 11/16/06
Date
Assured as to form and within the powers and authority granted under the laws of the State of Arizona to the Pinal County Board of Supervisors

Approve _____ Disapprove _____ Date _____

10. COUNTY MANAGER:

APPROVE _____ DISAPPROVE _____

11. BOARD OF SUPERVISORS:

Action Taken: _____ Approve _____ Attend _____ Disapprove _____ Date _____

CHAIRMAN

CLERK OF THE BOARD

Date

Date

RESOLUTION NO. 1-2011-0001 - 4

RESOLUTION OF THE PINAL COUNTY BOARD OF SUPERVISORS APPROVING THE DEPARTMENT OF PUBLIC WORKS STAFF RECOMMENDATION IN SUPPORT OF ALTERNATIVE 1 FOR THE I-10 CORRIDOR STUDY, JUNCTION I-8 TO LANGERINE ROAD, CONDUCTED BY THE ARIZONA DEPARTMENT OF TRANSPORTATION IN CONJUNCTION WITH THE FEDERAL HIGHWAY ADMINISTRATION.

WHEREAS, Pinal County is empowered by A.R.S. § 11-251 and A.R.S. § 28-6701, et seq. to layout, maintain, control, and manage public roads within the County and;

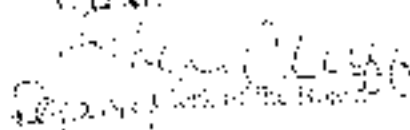
WHEREAS, the Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration, is conducting the Interstate 10 (I-10) Corridor Study, Junction I-8 to Langerine Road, to evaluate the 41-mile long corridor located within the central portion of Pinal County and the northeastern portion of Pima County and to establish a plan that guides the development of I-10 through year 2030; and;

WHEREAS, Pinal County, through the Department of Public Works, has participated in the study as a member of the Technical Advisory Committee and has provided extensive input in the development of the two alternatives proposed for the I-10 widening of I-10 including improvements to existing interchanges, locations for new interchanges and the parallel one-way freeway road system and;

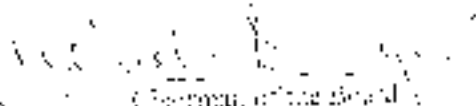
WHEREAS, it is the recommendation of the Department of Public Works staff to support Alternative 1 for the I-10 Corridor Study as it provides the: 1) best coordination with the planning level findings and recommendations of Pinal County's Small Area Transportation Study in respect to the location of proposed traffic interchanges; 2) least impact to the residences and businesses located along the corridor; 3) best use of the transportation funding available for the corridor; at least one; and, 4) addition of 2 new interchanges improving access in the corridor.

BEFORE IT COMES TO BE RESOLVED: Pinal County Board of Supervisors hereby approves the Department of Public Works staff recommendation in support of the Alternative 1 for the I-10 Corridor Study, Junction I-8 to Langerine Road.

PASSED AND ADOPTED this 24th day of NOVEMBER, 2011, by the
PINAL COUNTY BOARD OF SUPERVISORS.

ATTEST:

Clerk of the Board




Chairman of the Board

RESOLUTION NO.: 07-1077

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF ELOY, ARIZONA, DECLARING ITS SUPPORT FOR ADOT'S OPTION "B" OF THE I-10 CORRIDOR STUDY WITH RESPECT TO THE ALIGNMENT OF THE I-10 FREEWAY AT THE STATE ROUTE 87 INTERCHANGE, AND DECLARING ITS OPPOSITION TO THE CLOVER LEAF INTERCHANGE DESIGN PROPOSED ON SAID OPTION "B."

WHEREAS, the Arizona Department of Transportation ("ADOT") currently is undertaking its Interstate 10 Corridor Study in an effort to plan for the future location, and configuration of Interstate 10 through the Eloy area;

WHEREAS, the City of Eloy desires that ADOT consider the future plans of the City of Eloy in making a determination regarding the future location and configuration of Interstate 10 in the vicinity of the interchange with SR 87;

WHEREAS, it is in the best interest of the City of Eloy to plan for the effective coordination and location of future state highway and interstate improvements;

WHEREAS, the area along either side of Interstate 10 near the interchange with SR 87 is planned to provide important and significant retail, commercial and employment for the City of Eloy;

WHEREAS, all four corners of the intersection of I-10 and SR 87 are going to be developed for commercial and/or industrial uses as contemplated and depicted in the General Plan of the City of Eloy;

WHEREAS, ADOT has proposed three options for the alignment of I-10 in the area of the interchange with SR 87 and such options are commonly referred to as Options, "A," "B," and "C";

WHEREAS, the City of Eloy anticipates that Option "C" would be harmful and disruptive to the economic viability of this major and significant intersection and would, therefore, be detrimental to the City of Eloy in the following ways:

- A. Option "C" would discourage planning and development along the freeway corridor because of the future relocation of the entire freeway right-of-way;
- B. Option "C" would displace a number of homes and businesses currently located along the north side of Interstate 10;
- C. Option "C" would cause the entire north side of Interstate 10 in the area immediately east of the SR 87 interchange to be unusable and economically undesirable;

- D. Option "C" would leave the City of Eloy and private landowners unable to plan for and develop viable projects at this freeway interchange until the new freeway is completed in what is predicted to be at least 20 or more years;
- E. Option "C" will result in Eloy collecting fewer dollars through sales tax revenue because of the inability of commercial and retail development to develop in appropriate areas adjacent to the current or future freeway alignment;
- F. Option "C" creates a situation where the freeway only has significant frontage on the south side rather than two sides, thereby further decreasing the usefulness of this important corridor to the economic future of the City;
- G. Option "C" reduces land values and development opportunities for Picacho area properties adjacent to the existing freeway alignment.

WHEREAS, the City of Eloy prefers option "B" above all other options for the following reasons:

- A. Option "B" allows for the continued planning and development of this significant and economically crucial area without delay;
- B. Option "B" brings this area of I-10 into conformance with current safety standards;
- C. Option "B" allows development of retail and commercial uses without constraints imposed by moving the freeway;
- D. Option "B" does not displace significant current and future residents and businesses along the north side of I-10;
- E. Option "B" maintains an ideal industrial and commercial corridor between I-10 and the railroad tracks which Eloy has been planning to utilize as an employment center;
- F. Option "B" is preferred by the owners of all four corners of the intersection of SR 87 and I-10;
- G. Option "B" is the option that most accurately reflects the future plans of the City of Eloy;
- H. Option "B" preserves freeway frontage and higher property values for a larger number of Picacho area property owners.

WHEREAS, the City of Eloy prefers that the exit from southbound SR 87 to eastbound I-10 depicted in option "B" take up as little room as possible while still adequately moving the appropriate number of projected vehicles each day; and


WHEREAS, the City of Eloy has a preference that a "clover leaf" configuration not be utilized in the interchange design as it reduces visibility and takes significant right-of-way from important planned commercial and retail areas, thereby, reducing the sales tax revenue derived for the benefit of the City.

NOW, THEREFORE, BE IT HEREBY RESOLVED by the Mayor and City Council of the City of Eloy, Arizona, that the City endorses Option "B" of the I-10 Corridors Study and further requests that Option "B" be implemented without the use of a "Clover Leaf" design.

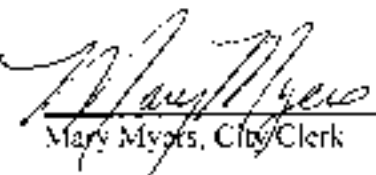
NOW, THEREFORE, BE IT FURTHER RESOLVED by the Mayor and City Council of the City of Eloy, Arizona, that the City opposes Option "C".

THIS RESOLUTION PASSED AND ADOPTED this 23rd day of July, 2007, at a meeting duly called by the Mayor and City Council of the City of Eloy.

APPROVED:


Byron Jackson, Mayor

ATTEST:


Mary Myers, City Clerk

APPROVED AS TO FORM:


Stephen Cooper, City Attorney



Arizona Department of Transportation Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

January 26, 2007

Sam Elms
State Engineer

Marilyn Mlazovsky, Archaeologist
Arizona State Parks
1300 West Washington Street
Phoenix, Arizona, 85007

cto 12109 H6773 CIL is over all TRACS #

RE: Three Interstate 10 Interim Widening Projects
TRACS No. 010 PN 219 H5128 01D, Picacho Peak TI to Pinal Airpark Road
TRACS No. 010 PN 211 H7106 01D, SR 87 TI to Picacho Peak TI
TRACS No. 010 PN 199 H7104 01D, I-8 to SR 87
Initial State Act Consultation
"adverse effect"

Dear Ms. Mlazovsky:

The Arizona Department of Transportation (ADOT) is proposing three roadway widening projects on Interstate 10 (I-10) between Interstate 8 (I-8) and Pinal Air Park Road in Pinal County. The projects are to be state funded through the Statewide Transportation Acceleration Needs (STAN) account, which provides funds for the acceleration of the construction or reconstruction of freeways, state highways, bridges and interchanges. Accordingly, ADOT is consulting with your office pursuant to ARS §41-864.

The projects will be constructed within the existing ADOT-owned right-of-way and within easements across State Trust Lands managed by the Arizona State Land Department (ASLD); across Picacho Peak State Park, a part of the Arizona State Parks (ASP) System; and across the Santa Rosa Canal, which is managed by the U/S Bureau of Reclamation (Reclamation). Consulting parties for this state action include ADOT, the State Historic Preservation Office (SHPO), ASLD, ASP, Reclamation, the San Carlos Apache Tribe (SCAT), White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Pascua Yaqui Tribe, and the Hopi Tribe.

The purpose of these projects is to increase capacity and improve traffic operations by widening I-10 from four to six lanes, with three lanes in either direction over the approximately 32 mile stretch from the Pinal Air Park traffic interchange to the I-8 traffic interchange in Pinal County, Arizona. One lane will be added within the median and the other lane will be added to either the eastbound or westbound outside shoulder. The project scope of work includes widening within the existing ADOT right-of-way, removal of median vegetation, reconstruction of official crossovers, reconstruction of the Picacho Peak traffic interchange, and drainage extensions



within the existing right-of-way. No new right-of-way or temporary construction easements are anticipated for this project. The project is still in the initial stages of project design and preliminary plans are not yet available.

The area of potential effects (APE) for this project includes the exiting ADOT right-of-way and easements between MP 199.6 and 231.37. The APE also includes areas where historic properties that may be affected by lasting visual, auditory, or atmospheric impacts are present. Project design is not yet complete, so an assessment of visual, auditory, and atmospheric effects is not yet warranted. Because the project will be largely at grade and entirely within the existing ADOT right-of-way, however, it is likely the APE will be confined to the ADOT right-of-way.

The entire APE has been previously surveyed for the presence of cultural resources by Archaeological Research Services (ARS) as reported in two documents: *A Cultural Resources Survey of 16.8 Miles of Interstate 10 Right-of-way Between Picacho and Red Rock (Mileposts 216 to 231.8), Pinal County, Arizona* (Lite and Cadiente 1997); and *A Cultural Resources Survey of Approximately 40 Miles of Interstate 10 Right-of-Way Between Picacho and the Casa Blanca Road Interchange, Northwestern Pinal County, Arizona*. (Barz 1998). SHPO previously concurred with the adequacy of these reports (Miller [SHPO] to Lindauer [ADOT] June 10, 1997; Miller [SHPO] to Lindauer [ADOT] May 26, 1998; and Jacobs [SHPO] to Lindauer [ADOT] December 26, 2001).

As a result of numerous utility installations along the Union Pacific Railroad right-of-way adjacent to I-10, a number of additional cultural resources have been identified within the I-10 right-of-way that were not addressed in the two ARS reports. EcoPlan Associates prepared a report compiling this information, for ADOT's planning purposes. The report, *Class I Review for the Interstate 10 Interim and Ultimate Widening Projects, Tangerine Road to Interstate 8* (Baker and Bruder 2007), is included for your review and comment.

EcoPlan reports a total of 43 cultural resources within the APE as currently defined; these are presented in the table below.

Six of these resources, AZ AA:7:492 (ASM), AZ AA:7:621 (ASM), AZ AA:2:142 (ASM), AZ AA:2:141 (ASM), AZ AA:7:511 (ASM), and AZ AA:7:6/536 (ASM), are archaeological sites previously determined or herein recommended as eligible for listing in the Arizona or National Registers of Historic Places for their information potential under Criterion D. While it may be possible to avoid disturbance of some of these sites, others span the I-10 right-of-way and avoidance of all eligible resources will not be possible. Adverse effects will be mitigated through archaeological testing, data recovery, and archival research, as determined appropriate through consultation.



Mlazovsky

January 26, 2007

TRACS No. 010 PN 219 H5128 01D

TRACS No. 010 PN 211 H7106 01D

TRACS No. 010 PN 199 H7104 01D

Page 3 of 3

| AS | Site Number/Name | Site Type | NIP Location | Lead Jurisdiction | National Register Eligibility | Recommended Treatment |
|----|---|--|---------------|-------------------|--|--|
| 1 | AZ AA:7 5 (ASM) | Prehistoric artifact scatter | 229.75 | ADOT | Testing Recommended (SHPO). No further consideration (EcoPlan) | None |
| 2 | AZ AA:2118 (ASM) Historic SR 84 | Historic Road | 211.0-231.5 | ADOT, ASLD | Determined Eligible Under D, recommended Connecting (EcoPlan) | Documentation or Avoid |
| 3 | AZ AA:195 (ASM) Maneopa to Saguaro Transmission Line | Historic Transmission Line | 228.52 | ASLD, ADOT | Determined Not Eligible | None |
| 4 | AZ AA:7 492 (ASM) | Prehistoric artifact scatter | 226.8 | ADOT | Testing Recommended, recommended Eligible under D (EcoPlan) | Testing Data Recovery or Avoid |
| 5 | AZ AA:1049 (ASM) AS Railroad | Historic Railroad | 226.3 | ADOT | Eligibility unknown, non-contributing element | None |
| 6 | AZ AA:7462 (ASM) Red Rock Station | Historic Train Station | 225.91-226.25 | ADOT | Determined Not Eligible | None |
| 7 | AZ AA:7 621 (ASM) Red Rock Town Site | Historic Town Site | 225.96-226.13 | ADOT | Recommended Eligible under Criterion D | Data Recovery and Archival Research or Avoid |
| 8 | AZ AA:7 508 (ASM) EPNG Pipeline Lateral | Historic Pipeline | 224.59 | ASLD | Determined Eligible Criteria A and D, non-contributing within R/W | None |
| 9 | AZ AA:7 6536 (ASM) | Prehistoric Artifact Scatter | 221.09-222.18 | ASLD | Recommended Eligible under Criterion D | Data Recovery or Avoid |
| 10 | AZ AA:7521 (ASM) | Historic Artifact Scatter | 220.63-220.67 | ADOT | Recommended Not Eligible | None |
| 11 | AZ AA:7504 (ASM) | Historic Highway Maintenance Yard | 219.16-219.28 | ASLD, ADOT | Recommended Eligible under Criterion D, recommended Not Eligible (EcoPlan) | None |
| 12 | AZ AA:7 511 (ASM) | Multi-component Artifact Scatter | 217.56-217.72 | ADOT, ASP | Recommended Eligible under Criterion D | Data Recovery or Avoid |
| 13 | AZ AA:12875 (ASM) EPNG Pipeline 1007 | Historic Pipeline | 217.6 | ADOT, ASP | Determined Eligible Criteria A and D | None |
| 14 | SR 84 Picacho Overpass | Historic Bridge | 211 | ADOT | Determined Not eligible | None |
| 15 | AZ Z:2.40 (ASM) SPRR Main Line | Historic Railroad | 198.1-211.0 | ADOT | Determined Eligible A, Contributing | None |
| 16 | AZ AA:2 176 (ASM) Sunshine Blvd | Historic Road | 208.8 | ADOT | Determined Not Eligible | None |
| 17 | AZ AA:2142 (ASM) | Prehistoric Artifact Scatter | 202.91-203.52 | ADOT | Determined Eligible under Criterion D | Data Recovery or Avoid |
| 18 | AZ AA:2141 (ASM) | Prehistoric Artifact Scatter | 202.15-202.81 | ADOT | Determined Eligible under Criteria D | Data Recovery or Avoid |
| 19 | AZ AA:7 229 (ASM) | Historic Artifact Scatter | 201 | ADOT | Recommended not eligible | None |
| 20 | 23 Historic 6-10 Bridges | 1931-1965 vehicular bridges and culverts | Multiple | Multiple | Determined ineligible | None |

Three of the resources are linear properties previously determined as eligible for Arizona or National Register listing. The historic alignment of SR 84, which is a component of the Historic State Highway System (SHHS) is considered eligible for Arizona and National Register listing under Criterion D. The historic Southern Pacific Railroad (SPRR), considered eligible under Criterion A. The portions of these two properties within the right-of-way are considered as retaining sufficient integrity to be contributing to their eligibility within the APE. Any adverse effects to the historic alignment of SR 84 will be mitigated through documentation in accordance with established documentation standards. No adverse effects to the SPRR are anticipated. The third property, the historic El Paso Natural Gas (EPNG) Pipeline Main 1007, in an in-use



subsurface natural gas pipeline that was previously determined as eligible under Criteria A and D. It will be avoided by construction activities associated with the interim widening of I-10.

Four of the properties, AZ AA:1:95 (ASM), AZ AA:7:462 (ASM), AZ AA:2:176 (ASM), and the SR 84 Picacho Railroad Overpass were previously determined as not eligible for listing in the Arizona and National Registers. A segment of a EPNG Natural Gas Pipeline Lateral, AZ AA:7:506 (ASM), was previously determined as non-contributing to the eligibility of the pipeline as a whole under Criteria A and D. The 23 historic bridges identified within the APE were recommended by Fraserdesign as ineligible for register inclusions. These properties will not be affected by the proposed state action, and no further consideration is warranted.

Site AZ AA:7:5 (ASM) is a prehistoric artifact scatter originally reported in 1955. The AZSITE database entry for this site indicates that testing is required to determine if the site exists. No traces of the site have been located since original recording, and it seems unreasonable to continue the search for this lost and depleted resource. No additional consideration of this resource is warranted.

Additional research would be required to determine the eligibility of site AZ AA:10:19 (ASM), the Arizona Southern Railroad, as a whole. Nonetheless, the portion within the APE lacks integrity of design, setting, materials, workmanship, feeling, and association, and would not contribute to the eligibility of the property as a whole. No additional consideration of this resource is warranted.

There is no evidence of prior consultation on the eligibility of historic artifact scatter sites AZ AA:7:523 (ASM) and AZ AA:2:229 (ASM). The original recorders recommended that the information potential of the sites was exhausted by recording efforts and that they are not eligible for Arizona or National Register listing. ADOT concurs with these recommendations, and no additional consideration of these resources is warranted.

Site AZ AA:7:504 (ASM) is the remains of roadway maintenance yard recommended by the original recorders as eligible for register inclusion under Criterion D. The site lacks standing architecture and any indications of data potential and is not considered as eligible for Arizona or National Register inclusion. No additional consideration of this resource is warranted.

The project is still in the initial stages of project design and preliminary plans are not yet available. Nonetheless, ADOT has sufficient information on the scope of the proposed project to determine that a finding of "adverse effect" is appropriate for this project. In order for ADOT to secure STAN funding for the I-10 Interim Widening projects, cultural resource consultation fulfilling ADOT's requirement under ARS §41-864 must be completed by March 1, 2007. Since



Mlazovsky
January 26, 2007
TRACS No. 010 PN 219 H5128 01D
TRACS No. 010 PN 211 H7106 01D
TRACS No. 010 PN 199 H7104 01D
Page 5 of 5

the projects are to be state funded, ADOT has determined that a finding of "adverse effect" with SHPO concurrence is sufficient to fulfill the requirements of the state act. ADOT is committed to development and implementation of a treatment plan prior to construction that would mitigate any adverse effects that result from this state action.

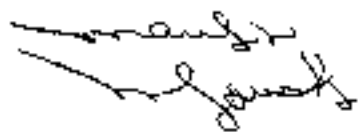
Please review the enclosed literature review and the information provided in this letter. If you find the report adequate and agree with ADOT's recommendations of eligibility and determination of project effect, please indicate your concurrence by signing below. Additional information on project scope and effects will be provided to your agency through continued state act consultation as it becomes available. ADOT will continue to consult with your office on the adequacy of a treatment plan, and on the results of testing, data recovery, archival searches, and documentation.

If you have any questions or comments, please feel free to contact me at 602-712-6371 or by e-mail at JMallery@azdot.gov.

Sincerely,



J. Matthew Mallery
Historic Preservation Specialist
Environmental & Enhancement Group
205 South 17th Avenue Rm. 213E Mail Drop 619E
Phoenix, Arizona 85007-3213



Signature for ASP Concurrence

Date 2/9/07

Enclosure



White Mountain Apache Tribe Historic Preservation Office
PO Box 507, Fort Apache, AZ 85941
1(928) 338-3033 / fax: 338-6055

To: J. Matthew Mallery, ADOT Historic Preservation Specialist.
Date: March 8, 2007
Project: TRACS No. 010 PN 219 H5128 01D, Picacho Pk TI to Pinal Airpark Rd.
TRACS No. 010 PN 211 H7106 01D, SR 87 TI to Picacho Peak TI
TRACS No. 010 PN 199 H7104 01D, I-8 to 87

.....

The White Mountain Apache Tribal Historic Preservation Office (THPO) appreciates receiving information on the proposed project, dated January 26, 2007. In regards to this, please attend to the checked items below.

► There is no need to send additional information – unless project planning or implementation results in the discovery of sites or items having known or suspected Apache cultural affiliations.

The proposed Project is located within an area of probable cultural or historical importance to the White Mountain Apache Tribe (WMAT). As part of the effort to identify historical properties that maybe affected by the project we recommend an ethnohistorical study and interviews with Apache elders. Ramon Riley, the Cultural Resource Director is the contact person at (928) 338-4625.

The proposed project is located within or adjacent to a known historic property of cultural or historical importance to the WMAT and will most likely result in adverse affects to said property. Please refrain from further steps in project planning or implementation.

NOTES: We have received and reviewed the document regarding the proposed project to increase capacity and improve traffic operations by widening I-10 from four to six lanes, with three lanes in either directions over the approximately 32 mile stretch from the Pinal Air Park Interchange to the I-8 traffic interchange in Pinal County, Arizona, and we feel this does not pose a threat the tribe's Cultural Heritage Resources and/or any traditional cultural places. Please feel free to contact us with any/all question(s).

Sincerely,

Mark T. Altaha
Tribal Historic Preservation Officer
White Mountain Apache Tribe



Arizona Department of Transportation
Intermodal Transportation Division
205 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

April 4, 2007

Sam Eilers
State Engineer

Mr. Joe Pemmuri
Realty Specialist
Department of Energy
Western Area Power Administration
Desert Southwest Customer Service Region
P.O. Box 6457
Phoenix, Arizona 85005-6457

Dear Mr. Pemmuri:

This letter is in response to your scoping comment letters received by DMJM Harris, a consultant to the Arizona Department of Transportation regarding the Interstate 10 (I-10) Corridor Study, Jct. I-8 to Tangerine Road. The Federal Highway Administration (FHWA) is the lead federal agency for this study. In your letters, you state that Department of Energy, Western Area Power Administration (Western) may be interested in participating in this study as a cooperating agency and that as further plans for the freeway alternatives are developed, that they be directed to your office for review.

The draft alternatives are currently being designed for this project and the project team has reviewed the preliminary plans to determine any potential impacts to the easements or facilities of Western. Based on the present I-10 widening layout and the Western facilities maps, several of the Western transmission line crossings within the project corridor would be potentially impacted. They include the following and are shown on the attached Figures 1 and 2:

1. T8S_R8E - The 115kV power pole along Eleven Mile Corner Road in Eloy on the north side of I-10 are potentially in conflict and would require relocation.
2. T10S_R10E - Three (3) 115kV power line structures on the south side of I-10 near the Saguaro Steam Plant at Red Rock are potentially in conflict and would require relocation.

We would appreciate your review and comment on these potential impacts to your facilities. In response to your request to participate as a Cooperating Agency, we invite you to participate in this capacity to provide environmental review and technical expertise specifically related to your facilities and potential impacts along the proposed project alignment. We will provide copies of the Draft and Final Environmental Assessments to your office for review and comment. Please do not hesitate to contact me directly if necessary.

Sincerely,



Karen C. Whitlock
Environmental Planner II
ADOT Environmental Planning Group

Enclosures: Figures 1 and 2

cc:

Steve Thomas, FHWA
Don Gorman, ADOT Predesign
Greg Gentsch, Tucson District Engineer
Michael Kies, DMJM Harris
Kammy Horne, DMJM Harris

KCW:kh



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation Intermodal Transportation Division

208 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Elgers
State Engineer

July 16, 2007

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

JUL 17 2007

RE: SHPO-2007-0229(33346)
TRACS No. 010 PN 219115128 014
Pinal Air Park Road to Picacho Peak II (Interim Widening Phase I)
Continuing State Act Consultation
"adverse effect"

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
ENVIRONMENTAL ENHANCEMENT GROUP

JUL 19 2007

Dear Dr. Jacobs:

Thank you for your July 9, 2007 response to the Arizona Department of Transportation's (ADOT) continuing consultation pursuant to the Arizona State Historic Preservation Act (ARS 41-864) concerning Phase I interim widening of Interstate Highway 10 (I-10) between Pinal Air Park Road and the Picacho Peak Traffic Interchange (I11) in the Town of Marana and unincorporated portions of Pinal County. We have taken your comments regarding mitigation of cumulative effects to the National Register listed Picacho Pass Skirmish Site under advisement, and we will continue to consult with your office pursuant to ARS 41-864 as appropriate measures are identified.

At this time, ADOT seeks your concurrence on the adequacy of *A Data Recovery Plan for the Ostich Ranch Site (AZ AA:7:6:536 (ASM)), Pinal County, Arizona* (Baker 2007), which was previously provided to your office for review and comment. The document addresses archeological site AZ AA:7:6:536 (ASM), which was previously determined as eligible for Arizona/National Register listing under Criterion D. The site cannot be avoided by the planned widening of I-10 and will be physically affected during construction. If you agree with the adequacy of the previously submitted plan, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact me at 602-712-6371 or by e-mail at JMaffery@azdot.gov.

Sincerely,

J. Matthew Maffery
Historic Preservation Specialist
Environmental Planning Group
1611 West Jackson Street, M10 EM 02
Phoenix, Arizona 85007-3217

Signature for SHPO Concurrence

17 JUL 07
Date



U.S. Department
of Transportation

**Federal Highway
Administration**

ARIZONA DIVISION

August 27, 2007

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-0674
602.379.3646

In Reply Refer To:
HQP AZ

NH 010-D(ASM)
Project No. 010 PN 199 H6773 011,
I-10 Corridor Study, I-8 to Tangerine Road
Initial Section 106 Consultation

Ms. Marilyn Mlazovsky
Arizona State Parks
1300 West Washington Street
Phoenix, Arizona 85007

Dear Ms. Mlazovsky:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between Tangerine Road in Marana, Pima County, to north of Interstate 8 (I-8) in Casa Grande, Pinal County. The proposed improvements would be federally funded and constitute an undertaking subject to review under Section 106 of the National Historic Preservation Act.

In part, this project would occur within existing rights-of-way that consist of ADOT owned land as well as easements across lands administered by the Bureau of Reclamation (Reclamation), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), and Arizona State Trust Lands administered by the Arizona State Land Department (ASLD). The project would also include new right-of-way and easements across lands administered by ASLD, Pinalo Peak State Park administered by Arizona State Parks (ASP), Reclamation, SCIP, municipal lands in the incorporated communities of Marana, Eloy, and Casa Grande, and private lands.

Consulting parties for this project would include FHWA, ADOT, the State Historic Preservation Office (SHPO), ASLD, ASP, SCIP, BOR, the cities of Marana and Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Tribe (SCAT), the White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak Chin Indian Community, the Hopi Tribe, and the Pima Yuma Tribe.

The proposed project is in the initial stages of design and the full scope of the improvements is yet to be defined. The ultimate concept for these improvements includes widening I-10 to a total of ten highway travel lanes, five eastbound and five westbound, constructing new traffic interchanges (IIs), and installation of one-way frontage roads along each side of the I-10 main line. The project limits as presently defined include existing and new rights-of-way on I-10 between MP 195.6 (Farley Road) and MP 210.4 (Tangerine Road) and on I-8 between MP 177.0 and the I-8/I-10 Traffic Interchange at MP 178.0 (on I-8), 199.0 (on I-10). New right-of-way would be required for this effort. Temporary construction easements also may be required.

The area of potential effects (APE) would include the existing and proposed rights of way and temporary construction easements as well as areas beyond the existing and proposed rights-of-way where historic properties

**AMERICAN
ECONOMY**

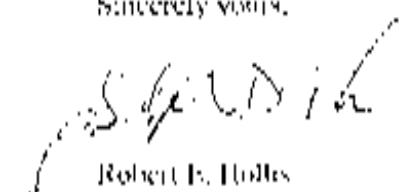
could be affected by visual, auditory, or atmospheric intrusions. These areas have yet to be fully defined because project design is not complete. The APE will be refined and defined more specifically as the design proceeds, and intensive cultural resource surveys will be conducted.

At the request of FHWA and ADOT, EcoPlan Associates, Inc., prepared a summary of all known cultural resources, including archaeological sites, buildings and structures, and possible districts and historic landscapes within one half mile of the project centerline. The summary, entitled *I-10 Corridor Study (Ultimate Widening) North of I-8 to Tangerine Road Cultural Resources Summary* (August 2007), is included for your information. At this time, eligibility assessments are underway regarding several of the properties that are known to be present in the project vicinity and that may be subject to either physical impact or to visual, auditory, or atmospheric effects.

There is insufficient information at this time to make a determination of effect, however, either for the project as a whole, or with regard to individual historic properties. Because of the long term nature of improvements within the I-10 corridor, the need for a comprehensive cultural resources inventory, and because an effect determination cannot be made at this time, FHWA recommends that a programmatic agreement (PA) with stipulations for further inventory, eligibility assessments, and mitigation be developed among the consulting parties. Execution of the PA would demonstrate that Section 110 compliance requirements for the proposed undertaking have been met. A draft PA is enclosed for your review and comment. The draft PA is also being submitted to the Advisory Council on Historic Preservation to determine council participation.

Please review the draft PA, and the information provided in this letter and the enclosed report. If you find the draft PA adequate, please indicate your concurrence by signing below. Should you have any comments or changes to request, please respond in writing. Once all parties have reviewed the draft PA, the final PA will be circulated for signature. If you have any questions or concerns, please feel free to contact J. Matthew Mullery at 602-712-6331 or email JMullery@gazdot.gov.

Sincerely yours,


Robert E. Hollis
Division Administrator



Signature for Arizona State Parks Concurrence

9/17/07
Date

Enclosure

ARIZONA DEPT. OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
ENVIRONMENTAL & ENHANCEMENT GROUP

SEP 24 2007

AK-CHIN INDIAN COMMUNITY

Cultural Resources Office

+2027 Wilcox Blvd. Road + Maricopa, Arizona 85139 + Telephone (520) 568-1369 + Fax (520) 568-1366



July 3, 2007

ARIZONA DEPT. OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
ENVIRONMENTAL & ENHANCEMENT GROUP

JUL 09 2007

Matthew J. Mallery
Historic Preservation Specialist
Environmental & Enhancement Group
205 17th Avenue Rm. 213 E Mail Drop 619E
Phoenix, Arizona 85007-3213

Dear Mr. Mallery:

The Ak-Chin Cultural Resources Office did receive the Arizona Department of Transportation Class I Review for the Interstate 10 Interim and Ultimate Widening Projects, Tangerine Road to Interstate 8 report.

At this time, our office will defer the three projects to the Gila River, Salt River Pima-Maricopa, and Tohono O'odham Tribes.

Thank you for informing the Ak-Chin Cultural Resources Office about these projects. For your reference our Cultural Resources Office is without a Cultural Resources Manager. If you have any questions you can contact Gary Gilbert at (520) 568-1369 or myself at (520) 568-1368.

Sincerely,

A handwritten signature in cursive script, reading "Carmen Narcia". The ink is dark and the signature is fluid.

Carmen Narcia
Cultural Resources Specialist
Ak-Chin Indian Community
Cultural Resources Office

PASCUA YAQUI TRIBE

OFFICE OF THE VICE-CHAIRMAN

September 17, 2007

Mr. Robert E. Hollis
Division Administrator, Federal Highway Administration
400 East Van Buren Street
Suite 410
Phoenix, Arizona 85004-3646

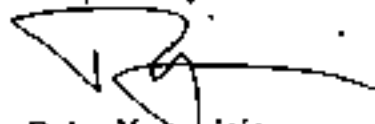
Dear Mr. Hollis,

Thank you for sending the Pascua Yaqui Tribe a draft copy of the Programmatic Agreement for the I-10 Corridor Study I-8 to Tangerine Road.

I have reviewed the draft Agreement and indicated the Tribe's approval of the draft Agreement.

At this time the Tribe does not foresee an impact on the Tribe's cultural resources, archaeological sites, cultural buildings or cultural structures. However, the Tribe will participate as a consulting party to monitor the emergence of any such impacts.

Respectfully,



Peter Yucupicio
Tribal Chairman
Pascua Yaqui Tribe

001-111-1111

**White Mountain Apache Tribe Heritage Program
PO Box 507 Fort Apache, AZ 85926**

~~46273~~
46273

To: **J Matthew Mullery, FHWA – ADOT Cultural Resource Specialist.**
Date: **October 02, 2007**
Proposed Project: **Eventual widening of Interstate 10, Casa Grande, AZ..**

.....

The White Mountain Apache Historic Preservation Office (THPO) appreciates receiving information on the proposed project, dated August 27, 07. In regards to this, please attend to the checked items below:

► There is no need to send additional information unless project planning or implementation results in the discovery of sites and/or items having known or suspected Apache Cultural affiliation.

i) The proposed project is located within an area of probable cultural or historical importance to the White Mountain Apache Tribe (WMAA). As part of the effort to identify historical properties that maybe affected by the project we recommend an ethnohistorical study and interviews with Apache Elders. The Cultural Resource Director, **Mr. Ramon Riley** would be the contact person at (928) 338-4625 should this become necessary.

i) The proposed project is located within or adjacent to a known historic property of cultural concern and/or historical importance to the White Mountain Apache Tribe and will most likely result in adverse affect to said property. Considering this, please refrain from further steps in project planning and/or implementation.

i) Please refer to the attached additional notes in regards to the proposed project:

We have received and reviewed the Cultural Resource Summary Report for the Ultimate Widening of Interstate 10 between Tangerine Road in Marana, Pima County, to north of Interstate 8 in Casa Grande, Pinal County, Arizona, and we have determined the proposed project will *not have and effect on the* White Mountain Apache tribe's Traditional Cultural Properties (TCPs) that may or may not be in the APF. At this time the tribe wishes to defer the signatory authority for the PA to the San Carlos Apache tribe as the proposed project falls within their area of concern.

We look forward to continued collaborations in the protection and preservation of places of cultural and historical significance.

Sincerely,

Mark F. Alaba
White Mountain Apache Tribe - THPO
PO Box 507
Fort Apache, AZ 85926
t (928) 338-3033 Fax: 338-6055



Preserving America's Heritage

September 12, 2007

Mr. Robert E. Hollis
Division Administrator
Arizona Division
Federal Highway Administration
400 East Van Buren Street, Suite 410
Phoenix, AZ 85004-0674

Re: *Proposed Widening of Interstate 10 (I-10) Between Tangerine Road in Marana, Pima County, to North of Interstate 8 (I-8) in Casa Grande, Pinal County, Arizona*
FHWA Project No. N11-010-D (ASM), TRACS No. 010 PN 199 H6773 011
Pima and Pinal Counties, Arizona

SEP 11 2007 11:05Z

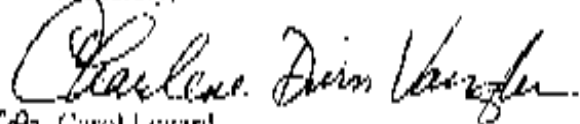
Dear Mr. Hollis:

On August 27, 2007, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. This letter is to inform you that the ACHP has decided not to participate in consultation for this undertaking. However, if we receive a request for participation from the Arizona State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR 800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Arizona SHPO and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require our further assistance, please contact me at 202-606-8522 or via e-mail at clgard@achp.gov.

Sincerely,


Carol Legard
FHWA Liaison
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

4100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8547 • achp@achp.gov • www.achp.gov



400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85014 On/Off
602 478 5646

NH 010 (DASM)
 Project No. 010 PN 199 H6773 011.
 † 10 Corridor Study, I-8 to Tangerine Road
 Initial Section 10a Consultation

The proposed project is in the initial stages of design and the full scope of the improvements is yet to be defined. The ultimate concept for these improvements includes widening I-10 to a total of ten highway travel lanes, five eastbound and five westbound, constructing new traffic interchanges (TIs), and installation of one-way frontage roads along each side of the I-10 main line. The project limits as presently defined include existing and new rights-of-way on I-10 between MP 195.6 (Harley Road) and MP 240.4 (Langerine Road) and on I-8 between MP 177.0 and the I-8/I-10 Laffie Interchange at MP 178.0 (on I-8), 199.0 (on I-10). New right-of-way would be required for this effort. Temporary construction easements also may be required.

The area of potential effects (APE) would include the existing and proposed rights-of-way and temporary construction easements as well as areas beyond the existing and proposed rights-of-way where historic properties could be affected by visual, auditory, or atmospheric intrusions. These areas have yet to be fully defined because project design is not complete. The APE will be refined and defined more specifically as the design proceeds, and intensive cultural resource surveys will be conducted.

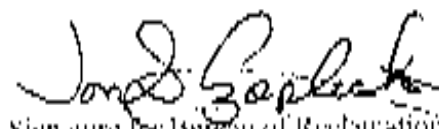
At the request of FHWA and ADOT, GeoPlan Associates, Inc., prepared a summary of all known cultural resources, including archaeological sites, buildings and structures, and possible districts and historic landscapes within one-half-mile of the project centerline. The summary, entitled *I-10 Corridor Study (Ultimate Widening) North of I-8 to Papago Road Cultural Resources Summary* (June 2007), is included for your information. At this time, eligibility assessments are underway regarding several of the properties that are known to be present in the project vicinity and that may be subject to either physical impact or to visual, auditory, or atmospheric effects.

There is insufficient information at this time to make a determination of effect, however, either for the project as a whole, or with regard to individual historic properties. Because of the long term nature of improvements within the I-10 corridor, the need for a comprehensive cultural resources inventory, and because an effect determination cannot be made at this time, FHWA recommends that a programmatic agreement (PA) with stipulations for further inventory, eligibility assessments, and mitigation be developed among the consulting parties. Execution of the PA would demonstrate that Section 106 compliance requirements for the proposed undertaking have been met. A draft PA is enclosed for your review and comment. The draft PA is also being submitted to the Advisory Council on Historic Preservation to determine council participation.

Please review the draft PA, and the information provided in this letter and the enclosed report. If you find the draft PA adequate, please indicate your concurrence by signing below. Should you have any comments or changes to request, please respond in writing. Once all parties have reviewed the draft PA, the final PA will be circulated for signature. If you have any questions or concerns, please feel free to contact J. Matthew Mallory at 602-712-6371 or email JMallory@azdot.gov.

Sincerely yours,


Robert F. Hollis
Division Administrator


Signature for Division of Reclamation Concurrence
for Bruce D. Ellis
Chief, Environmental Resource
Management Division

30 August 2007
Date



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

February 25, 2008

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-9671
602-359-5646

In Reply Refer To:
HQP-AZ

Project NHI-010-D(ASM)
TRACS 010 2X 199 H6 / 3 01L
I-10, I-8 to Tangerine Road
Continuing Section U&C Consultation

Ms. Marilyn Mlazovsky
Arizona State Parks
1300 West Washington Street
Phoenix, Arizona 85007

Dear Ms. Mlazovsky:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between Tangerine Road in Marana, Pinal County, to north of Interstate 8 (I-8) in Casa Grande, Pinal County. The proposed improvements would be federally funded and constitute an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Eloy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Tribe (SCAT), the White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chai Indian Community, the Hopi Tribe, and the Pascua Yaqui Tribe.

There remains at this time insufficient information to make a determination of effect either for the project as a whole, or with regard to individual historic properties. Because of the long term nature of improvements within the I-10 corridor, the need for a comprehensive cultural resources inventory, and because an effect determination cannot be made at this time, FHWA recommended that a programmatic agreement (PA) be developed among the consulting parties. FHWA circulated a PA in August 2007. The final PA will be circulated shortly, as the City of Eloy, which was first consulted by FHWA on January 25 2008, has not yet been afforded an adequate opportunity to comment.

In the initial consultation, ten properties that may be subject to either physical impact or to visual, auditory, or atmospheric effects, and that might qualify as significant historic sites under Section 4(f) of the US Department of Transportation Act, but for which eligibility determinations were in doubt, were identified. These are the O'mara Farms Canal, two houses in the City of Eloy, the Picacho Peoran Orchard, the unincorporated communities of Picacho and Red Rock, and agricultural field complexes at Eloy, Picacho, Red Rock, and Marana. At this time, FHWA is seeking your concurrence on the eligibility of these ten cultural resources. It is recognized that additional inventory and assessment will be required as project planning progresses.

**MOVING THE
AMERICAN
ECONOMY**

The Cortaro Farms Canal (AZ AA:12,870 [ASM]) has been previously determined as eligible for inclusion in the National Register of Historic Places (National Register) under Criterion A (Jacobs [SHPO] to Neustadt [ADOT], 28 December 2004). GeoPlan Associates, Inc., recently reassessed the National Register eligibility of the canal as reported in *A Cultural Resource Assessment of the Cortaro Farms Canal Adjacent to Interstate 10, Maricopa, Pima County, Arizona* (Femle and Baker 2005). The report is enclosed for your review and comment.

The Cortaro Farms Canal is no longer eligible under Criterion A because it cannot convey visually the evidence of its importance. It has lost too many of its original, constituent elements to allow a knowledgeable observer to comprehend what it looked like during its period of significance, 1919-1950. Its setting has changed from rural agricultural fields to modern expressway. Portions of the main canal have been relocated or piped and many of its original features, such as drop structures and bridges, have been removed. The canal has been, and continues to be, a constantly changing entity. The canal does not possess the necessary attributes for eligibility under criteria B and C.

The Cortaro Farms Canal is not associated with a person important to history and it is neither an outstanding example of engineering nor an outstanding example of a type. It does, however, possess information potential under Criterion D. Much of the developmental history of the Cortaro Farms Canal and its irrigation system is unclear. Additional information might be obtained by further field and documentary research, and by conducting oral history interviews with long time residents. Accordingly, FHWA has determined that the Cortaro Farms Canal is eligible for listing on the National Register under Criterion D at the local level of significance.

GeoPlan Associates, Inc., also conducted a National Register eligibility assessment of additional historic-era properties within the APE, as reported in *Eligibility Assessment of Selected Properties: 1-10, 1-8 to Fungertine Road* (Dongo 2007). The report is included for your review and comment. These properties are two Eloy houses, the Piacacho Pecan Orchard, the unincorporated communities of Piacacho and Red Rock, and the Eloy, Piacacho, Red Rock, and Marana agricultural fields.

Eloy Properties

There is no indication that the two Eloy houses are associated with historically significant events or local historic patterns. No historically significant persons are associated with these properties; they lack architectural merit, and their research potential has been exhausted by this study. Therefore, the houses are not National Register eligible.

Piacacho Pecan Orchard

The Piacacho Pecan Orchard is only about 30 years old, does not possess the qualities to have achieved exceptional significance within the last 50 years (Criterion Consideration C), and is not eligible for National Register inclusion.

Piacacho and Red Rock Communities

The communities of Piacacho and Red Rock have enough elements that are more than 50 years old to justify their consideration as potential historic districts. The northeastern section of Piacacho—the roadside village—and individual properties within it are associated with the development of transportation in general and south-central Arizona in particular and with alterations to the landscape as the automobile culture became widespread. Nevertheless, the village as well as individual properties are common property types for which it may be concluded there are many examples in existence with similar characteristics. Therefore, neither the village nor individual properties are considered significant under Criterion A. No historically significant persons are associated with these properties, and they lack merit in terms of layout and architecture. Therefore, neither the village nor individual properties within it are National Register eligible.



March 6, 2008

Robert E. Hollis, Division Administrator
Federal Highway Administration, Arizona Division
U.S. Department of Transportation
One Arizona Center, Suite 410
400 E. Van Buren Street
Phoenix, AZ 85004-0674

RE: HOP-AZ; NH-010-D(ASM);
TRACS No. 010 PN 199 H6773 01L;
I-10, I-8 to Tangerine Road
Continuing Section 106 Consultation
SHPD-2007-1466 (35588)

Janet Napolitano
Governor

State Parks
Board Members

Chair
William C. Cordasco
Flagstaff

Arlan Colton
Tucson

William C. Scalzo
Phoenix

Reese Woodling
Tucson

Tracey Westerhausen
Phoenix

William C. Porter
Kingman

Mark Winkleman
State Land
Commissioner

Kenneth E. Travous
Executive Director

Arizona State Parks
1300 W. Washington
Phoenix, AZ 85007

Tel & TTY: 602.542.4174
www.azstateparks.com

800.285.3703 from
(520 & 928) area codes

General Fax:
602.542.4180

Director's Office Fax:
602.542.4185

Dear Mr. Hollis:

Thank you for consulting with the State Historic Preservation Office (SHPO) regarding the widening of Interstate 10 (I-10) between Tangerine Road in Marana, Pima County, north to Interstate 8 (I-8) in Casa Grande, Pinal County, and submitting additional materials for review and comment pursuant to Section 106 of the National Historic Preservation Act as implemented by 36 CFR Part 800. Dr. Bill Collins, Deputy SHPO/Historian, and I have reviewed all of the submitted materials and have the following comments.

We concur with the eligibility recommendation regarding the Cortaro Farms Canal [AZ AA:12.870 (ASM)], and the ineligible recommendations for the two Eloy houses, the Picacho Pecan Orchard, and the four agricultural fields (i.e., Eloy, Picacho, Red Rock, and Marana). We disagree that the Picacho and Red Rock communities are ineligible; the argument that the "village as well as individual properties are common types for which it may be concluded there are many examples in existence" ignores the National Register's emphasis on Local significance. It doesn't matter how many examples may exist in other locations; every locality has to be evaluated in reference to its own community. The statement that Red Rock "lacks merit in terms of layout and architecture" is an irrelevant expression of judgment on the character and class of the community. Again, the notion of local significance allows a community to be expressive of its own historical development, not what an outsider thinks is meritorious.

If you have any questions, please contact me at (602) 542-7140 or electronically at djacobs@azstateparks.gov.

Sincerely,

David Jacobs
Compliance Specialist/Archaeologist
State Historic Preservation Office

CC: Mail Mallery, ADOT //



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

February 26, 2008

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-0674
602-379-3646

In Reply Refer To:
HQP-AZ

Project N11-H10-D(ASM)
TRACS 010 PN 199 H6773 001
I-10; I-8 to Tangerine Road
Continuing Section 106 Consultation

Ms. Nancy Pearson
Arizona State Museum
University of Arizona
P.O. Box 210026
Tucson, Arizona 85721-0026

Dear Ms. Pearson:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between Tangerine Road in Marana, Pima County, to north of Interstate 8 (I-8) in Casa Grande, Pinal County. The proposed improvements would be federally funded and constitute an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Eloy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Tribe (SCAT), the White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Hopi Tribe, and the Pascua Yaqui Tribe.

There remains at this time insufficient information to make a determination of effect either for the project as a whole, or with regard to individual historic properties. Because of the long term nature of improvements within the I-10 corridor, the need for a comprehensive cultural resources inventory, and because an effect determination cannot be made at this time, FHWA recommended that a programmatic agreement (PA) be developed among the consulting parties. FHWA circulated a PA in August 2007. The final PA will be circulated shortly, as the City of Eloy, which was first consulted by FHWA on January 25, 2008, has not yet been afforded an adequate opportunity to comment.

In the initial consultation, ten properties that may be subject to either physical impact or to visual, auditory, or atmospheric effects, and that might qualify as significant historic sites under Section 4(f) of the US Department of Transportation Act, but for which eligibility determinations were in doubt, were identified. These are the Cortaro Farms Canal, two houses in the City of Eloy, the Picacho Pecan Orchard, the unincorporated communities of Picacho and Red Rock, and agricultural field complexes at Eloy, Picacho, Red Rock, and Marana. At this time, FHWA is seeking your concurrence on the eligibility of these ten cultural resources. It is recognized that additional inventory and assessment will be required as project planning progresses.

**AMERICAN
ECONOMY**

The Cortaro Farms Canal (AZ AA:52:870 [ASM]) has been previously determined as eligible for inclusion in the National Register of Historic Places (National Register) under Criterion A (Jacobs [SHPO] to Neustadt [ADOT], December 28 2004). Jacol'lan Associates, Inc., recently reassessed the National Register eligibility of the canal as reported in *A Cultural Resource Assessment of the Cortaro Farms Canal Adjacent to Interstate 10, Marana, Pima County, Arizona* (Petricio and Baker 2006). The report is enclosed for your review and comment.

The Cortaro Farms Canal is no longer eligible under Criterion A because it cannot convey visually the evidence of its importance. It has lost too many of its original constituent elements to allow a knowledgeable observer to comprehend what it looked like during its period of significance, 1919-1950. Its setting has changed from rural agricultural fields to modern expressway. Portions of the main canal have been relocated or piped and many of its original features, such as drop structures and bridges, have been removed. The canal has been, and continues to be, a constantly changing entity. The canal does not possess the necessary attributes for eligibility under criteria B and C.

The Cortaro Farms Canal is not associated with a person important in history and it is neither an outstanding example of engineering nor an outstanding example of a type. It does, however, possess information potential under Criterion D. Much of the developmental history of the Cortaro Farms Canal and its irrigation system is unclear. Additional information might be obtained by further field and documentary research, and by conducting oral history interviews with long time residents. Accordingly, FHWA has determined that the Cortaro Farms Canal is eligible for listing on the National Register under Criterion D at the local level of significance.

Jacol'lan Associates, Inc., also conducted a National Register eligibility assessment of additional historic-era properties within the ADP, as reported in *Eligibility Assessment of Selected Properties, I-10, I-8 to Tangerine Road* (Dorigo 2007). The report is included for your review and comment. These properties are two Eloy houses, the Picacho Pecan Orchard, the unincorporated communities of Picacho and Red Rock, and the Eloy, Picacho, Red Rock, and Marana agricultural fields.

Eloy Properties

There is no indication that the two Eloy houses are associated with historically significant events or broad historic patterns. No historically significant persons are associated with these properties; they lack architectural merit; and their research potential has been exhausted by this study. Therefore, the houses are not National Register eligible.

Picacho Pecan Orchard

The Picacho Pecan Orchard is only about 30 years old, does not possess the qualities to have achieved exceptional significance within the last 50 years (Criterion Consideration G), and is not eligible for National Register inclusion.

Picacho and Red Rock Communities

The communities of Picacho and Red Rock have enough elements that are more than 50 years old to justify their consideration as potential historic districts. The northeastern section of Picacho – the roadside village – and individual properties within it are associated with the development of transportation in general and south-central Arizona in particular and with alterations to the landscape as the automobile culture became widespread. Nevertheless, the village as well as individual properties are common property types for which it may be concluded there are many examples in existence with similar characteristics. Therefore, neither the village nor individual properties are considered significant under Criterion A. No historically significant persons are associated with these properties, and they lack merit in terms of layout and architecture. Therefore, neither the village nor individual properties within it are National Register eligible.

Likewise, there is no indication that the village of Red Rock is associated with significant events or broad historic patterns. No historically significant persons are associated with the current village, and it lacks merit in terms of layout and architecture. Individual properties that are associated with significant historical events or trends (the old station house, the agricultural fields, and the water tank) have lost integrity (the station house and the agricultural fields) or belong to an extensive group of which there are innumerable examples (the water tank). Therefore, neither the village nor individual properties within it are National Register eligible.

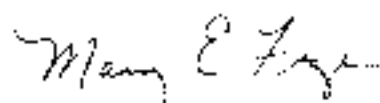
Eloy, Picacho, Red Rock, and Marana Agricultural Fields

The Eloy, Picacho, Red Rock, and Marana agricultural fields, which were addressed as potential historic rural landscapes, do not appear to have features that would distinguish them from other innumerable examples in south-central Arizona, and are not National Register eligible.

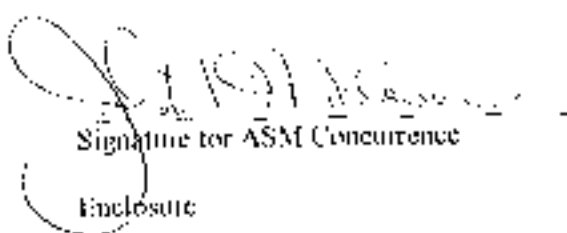
Finally, FHWA is aware of the Arizona State Historic Preservation Officer's concern that the project will have an adverse effect to the setting of the Civil War skirmish site at Picacho Pass, which is listed in the National Register of Historic Places under Criterion A, and to the Picacho Peak State Park. FHWA will continue Section 106 consultation with PA participants as information regarding the undertakings possible effects to the property are further evaluated.

Please review the enclosed reports and the information provided in this letter. If you find the reports adequate and agree with FHWA's determinations of eligibility, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact J. Matthew Mallory at 602-712-6371 or email JMallory@azdot.gov.

Sincerely yours,



Robert E. Hollis
Division Administrator



Signature for ASM Concurrence

Enclosure

Date

9/12/2008



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

February 26, 2008

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-0074
602-379-3646

In Reply Refer To:
HOB-AZ

Project NH-010-D(ASM)
TRAUS 013 PN 159 14673 011
I-10; I-8 to Tangerine Road
Continuing Section 106 Consultation

Mr. Bryan Bowker, Project Manager
San Carlos Irrigation Project
P.O. Box 250
Coolidge, Arizona 85228

Dear Mr. Bowker:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between Tangerine Road in Marana, Pima County, to north of Interstate 8 (I-8) in Casa Grande, Pinal County. The proposed improvements would be federally funded and constitute an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Eloy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Tribe (SCAT), the White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Hopi Tribe, and the Pascua Yaqui Tribe.

There remains at this time insufficient information to make a determination of effect either for the project as a whole, or with regard to individual historic properties. Because of the long term nature of improvements within the I-10 corridor, the need for a comprehensive cultural resources inventory, and because an effect determination cannot be made at this time, FHWA recommended that a programmatic agreement (PA) be developed among the consulting parties. FHWA circulated a PA in August 2007. The final PA will be circulated shortly, as the City of Eloy, which was first consulted by FHWA on January 25, 2008, has not yet been afforded an adequate opportunity to comment.

In the initial consultation, ten properties that may be subject to either physical impact or to visual, auditory, or atmospheric effects, and that might qualify as significant historic sites under Section 4(f) of the US Department of Transportation Act, but for which eligibility determinations were in doubt, were identified. These are the Cordum Farms Canal, two houses in the City of Eloy, the Picacho Pecan Orchard, the unincorporated communities of Picacho and Red Rock, and agricultural field complexes at Eloy, Picacho, Red Rock, and Marana. At this time, FHWA is seeking your concurrence on the eligibility of these ten cultural resources. It is recognized that additional inventory and assessment will be required as project planning progresses.

**AMERICAN
ECONOMY**



The Cortaro Farms Canal (AZ AA:12:870 [ASM]) has been previously determined as eligible for inclusion in the National Register of Historic Places (National Register) under Criterion A (Jacobs [SUPO] to Neustadt [ADOT], December 28 2004). EcoPlan Associates, Inc., recently reassessed the National Register eligibility of the canal as reported in *A Cultural Resource Assessment of the Cortaro Farms Canal Adjacent to Interstate 10, Marana, Pima County, Arizona* (Fenicle and Baker 2008). The report is enclosed for your review and comment.

The Cortaro Farms Canal is no longer eligible under Criterion A because it cannot convey visually the evidence of its importance. It has lost too many of its original constituent elements to allow a knowledgeable observer to comprehend what it looked like during its period of significance, 1919-1950. Its setting has changed from rural agricultural fields to modern expressway. Portions of the main canal have been relocated or piped and many of its original features, such as drop structures and bridges, have been removed. The canal has been, and continues to be, a constantly changing utility. The canal does not possess the necessary attributes for eligibility under criteria B and C.

The Cortaro Farms Canal is not associated with a person important to history and it is neither an outstanding example of engineering nor an outstanding example of a type. It does, however, possess information potential under Criterion D. Much of the developmental history of the Cortaro Farms Canal and its irrigation system is unclear. Additional information might be obtained by further field and documentary research, and by conducting oral history interviews with long-time residents. Accordingly, PHWA has determined that the Cortaro Farms Canal is eligible for listing on the National Register under Criterion D at the local level of significance.

EcoPlan Associates, Inc., also conducted a National Register eligibility assessment of additional historic-era properties within the APN, as reported in *Eligibility Assessment of Selected Properties, I-10, I-8 to Panguitch Road* (Dorign 2007). The report is included for your review and comment. These properties are two Elay houses, the Picacho Pecan Orchard, the unincorporated communities of Picacho and Red Rock, and the Elay, Picacho, Red Rock, and Marana agricultural fields.

Elay Properties

There is no indication that the two Elay houses are associated with historically significant events or broad historic patterns. No historically significant persons are associated with these properties; they lack architectural merit; and their research potential has been exhausted by this study. Therefore, the houses are not National Register eligible.

Picacho Pecan Orchard

The Picacho Pecan Orchard is only about 30 years old, does not possess the qualities to have achieved exceptional significance within the last 50 years (Criterion Consideration C), and is not eligible for National Register inclusion.

Picacho and Red Rock Communities

The communities of Picacho and Red Rock have enough elements that are more than 50 years old to justify their consideration as potential historic districts. The northeastern section of Picacho—the roadside village—and individual properties within it are associated with the development of transportation in general and south-central Arizona in particular and with alterations to the landscape as the automobile culture became widespread. Nevertheless, the village as well as individual properties are common property types for which it may be concluded there are many examples in existence with similar characteristics. Therefore, neither the village nor individual properties are considered significant under Criterion A. No historically significant persons are associated with these properties, and they lack merit in terms of layout and architecture. Therefore, neither the village nor individual properties within it are National Register eligible.

Likewise, there is no indication that the village of Red Rock is associated with significant events or local historic patterns. No historically significant persons are associated with the current village, and it lacks merit in terms of layout and architecture. Individual properties that are associated with significant historical events or trends – the old station house, the agricultural fields, and the water tank – have lost integrity (the station house and the agricultural fields) or belong to an extensive group of which there are innumerable examples (the water tank). Therefore, neither the village nor individual properties within it are National Register eligible.

Eloy, Picacho, Red Rock, and Marana Agricultural Fields

The Eloy, Picacho, Red Rock, and Marana agricultural fields, which were addressed as potential historic rural landscapes, do not appear to have features that would distinguish them from other innumerable examples in south-central Arizona, and are not National Register eligible.

Finally, FHWA is aware of the Arizona State Historic Preservation Officer's concern that the project will have an adverse effect in the setting of the Civil War skirmish site at Picacho Pass, which is listed in the National Register of Historic Places under Criterion A, and to the Picacho Peak State Park. FHWA will continue Section 106 consultation with PA participants as information regarding the undertakings possible effects to the property are further evaluated.

Please review the enclosed reports and the information provided in this letter. If you find the reports adequate and agree with FHWA's determinations of eligibility, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact J. Matthew Mallory at 602-712-6373 or email JMallory@azdot.gov.

Sincerely yours,

Mary E. Lopez

for Robert K. Holla
Division Administrator

[Signature]
Signature for State Concurrence

Date

3/15/08

Enclosure

2008-03-15 11:17:27



Office of the Project Manager
(520) 723-6768

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
SAN CARLOS IRRIGATION PROJECT
13805 North Arizona Boulevard
Coolidge, Arizona 85228



MAR 14 2008

Mr. Robert E. Hollis
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
400 East Van Buren Street, Suite 410
Phoenix, Arizona 85004-0674

Re: HOP-AZ: Project No. 010 PN 199 H6733 01L

Dear Mr. Hollis:

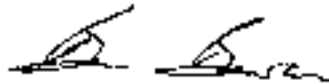
Enclosed is a copy of the signature page indicating my approval of the following draft report: *Eligibility Assessment of Selected Properties: 1-10, 1-8 to Tangerine Road* (Dorigo December 2007). Thank you for including the San Carlos Irrigation Project (SCIP) in ongoing National Environment Policy Act (NEPA) and National Historic Preservation Act (NHPA) compliance activities.

I am most interested in the aforementioned project in regard to its potential effects on power and irrigation facilities under SCIP's jurisdiction. As you may know, many of SCIP's power and irrigation facilities are more than 50 years of age and the Irrigation Division has been determined eligible for listing on the National Register of Historic Places (NRHP). As a federal entity, SCIP must comply with numerous environmental laws (including NEPA and NHPA) when facilities that are historic in age are altered, especially the Irrigation Division. Alterations to irrigation facilities require SCIP to issue an encroachment permit, which allow applicants to cross, realign, or pipe SCIP irrigation facilities. In order for SCIP to issue an encroachment permit, the applicant must prepare and submit an Environmental Assessment (EA) for compliance with NEPA and a Class III Cultural Resources Survey report for NHPA compliance. In addition to these requirements, crossings/alterations of our power and irrigation facilities requires SCIP to approve engineering plans in order to determine if the planned crossings/alterations meet SCIP's safety and operating standards.

In order to facilitate timely progression of your project, I suggest that you contact Mr. Carl Christensen, Supervisory Engineer for the Irrigation Division, at (520) 723-6203, and Mr. Ferris "Ed" Begay, Acting Power Manager, at (520) 723-6207. Please note that SCIP does not have access to e-mail or the internet, so please contact us by mail, phone, or fax, at (520) 723-5770.

If you have any questions or require technical assistance concerning SCIP's environmental requirements, please contact Beau J. Goldstein, Acting Environmental Coordinator by phone, at (520) 723-6234.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan Bowker", written over a horizontal line.

Bryan Bowker
Project Manager

Enclosure



U.S. Department
of Transportation
Federal Highway
Administration

ARIZONA DIVISION

400 East Van Buren Street
Suite 410
Phoenix, Arizona 85004-0674
602-379-3666

February 26, 2008

In Reply Refer To:
HOP-AZ

RECEIVED
MAR 03 2008
BY: [Signature]

RECEIVED
MAR 03 2008

Project N11-010-D(ASM)
TRACS 010 PN 199 H6775 011
I-10, I-8 to Tangerine Road
Continuing Section 106 Consultation

Mr. Leigh Kuwanwisiwma, Director
Hopi Cultural Preservation Office
P.O. Box 123
Kykotsenovi, Arizona 86039

Dear Mr. Kuwanwisiwma:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between Tangerine Road in Marana, Pima County, to north of Interstate 8 (I-8) in Casa Grande, Pinal County. The proposed improvements would be federally funded and constitute an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Ploy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Tribe (SCAT), the White Mountain Apache Tribe (WMAAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Hopi Tribe, and the Pascua Yaqui Tribe.

There remains at this time insufficient information to make a determination of effect either for the project as a whole, or with regard to individual historic properties. Because of the long term nature of improvements within the I-10 corridor, the need for a comprehensive cultural resources inventory, and because an effect determination cannot be made at this time, FHWA recommended that a programmatic agreement (PA) be developed among the consulting parties. FHWA circulated a PA in August 2007. The final PA will be circulated shortly, as the City of Ploy, which was first consulted by FHWA on January 15, 2008, has not yet been afforded an adequate opportunity to comment.

In the initial consultation, ten properties that may be subject to either physical impact or to visual, auditory, or atmospheric effects, and that might qualify as significant historic sites under Section 4(f) of the US Department of Transportation Act, but for which eligibility determinations were unclear, were identified. These are the Corrao Farms Canal, two houses in the City of Ploy, the Picacho Pecan Orchard, the incorporated communities of Picacho and Red Rock, and agricultural field complexes at Ploy, Picacho, Red Rock, and Marana. At this time, FHWA is seeking your concurrence on the eligibility of these ten cultural resources. It is recognized that additional inventory and assessment will be required as project planning progresses.

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**AMERICAN
ECONOMY**

The Cortaro Farms Canal (AZ AA:12-870 [ASM]) has been previously determined as eligible for inclusion in the National Register of Historic Places (National Register) under Criterion A (Jacobs [SHIPC] to Newstedt [ADOT], December 28, 2004). EcoPlan Associates, Inc., recently reassessed the National Register eligibility of the canal as reported in *A Cultural Resource Assessment of the Cortaro Farms Canal Adjacent to Interstate 10, Marana, Pima County, Arizona* (Ferrele and Baker 2005). The report is enclosed for your review and comment.

The Cortaro Farms Canal is no longer eligible under Criterion A because it cannot convey visually the evidence of its importance. It has lost too many of its original constituent elements to allow a knowledgeable observer to comprehend what it looked like during its period of significance, 1919-1950. Its setting has changed from rural agricultural fields to modern expressway. Portions of the canal have been relocated or piped and many of its original features, such as dry structures and bridges, have been removed. The canal has been, and continues to be, a constantly changing entity. The canal does not possess the necessary attributes for eligibility under criteria B and C.

The Cortaro Farms Canal is not associated with a person important to history and it is neither an outstanding example of engineering nor an outstanding example of a type. It does, however, possess information potential under Criterion D. Much of the developmental history of the Cortaro Farms Canal and its irrigation system is unclear. Additional information might be obtained by further field and documentary research, and by conducting oral history interviews with long time residents. Accordingly, FHWA has determined that the Cortaro Farms Canal is eligible for listing on the National Register under Criterion D at the local level of significance.

EcoPlan Associates, Inc., also conducted a National Register eligibility assessment of additional historic-era properties within the APP, as reported in *Eligibility Assessment of Selected Properties: I-10, I-8 to Tangerine Road* (Derigo 2007). The report is included for your review and comment. These properties are two Floy houses, the Picacho Pecan Orchard, the unincorporated communities of Picacho and Red Rock, and the Floy, Picacho, Red Rock, and Marana agricultural fields.

Floy Properties

There is no indication that the two Floy houses are associated with historically significant events or broad historic patterns. No historically significant persons are associated with these properties; they lack architectural merit and their research potential has been exhausted by this study. Therefore, the houses are not National Register eligible.

Picacho Pecan Orchard

The Picacho Pecan Orchard is only about 30 years old, does not possess the qualities to have achieved exceptional significance within the last 50 years (Criterion Consideration G), and is not eligible for National Register inclusion.

Picacho and Red Rock Communities

The communities of Picacho and Red Rock have enough elements that are more than 50 years old to justify their consideration as potential historic districts. The northeastern section of Picacho – the roadside village – and individual properties within it are associated with the development of transportation in general and south-central Arizona in particular and with alterations to the landscape as the automobile culture became widespread. Nevertheless, the village as well as individual properties are common property types for which it may be concluded there are many examples in existence with similar characteristics. Therefore, neither the village nor individual properties are considered significant under Criterion A. No historically significant persons are associated with these properties, and they lack merit in terms of layout and architecture. Therefore, neither the village nor individual properties within it are National Register eligible.

Likewise, there is no indication that the village of Red Rock is associated with significant events or broad historic patterns. No historically significant persons are associated with the current village, and it lacks merit in terms of layout and architecture. Individual properties that are associated with significant historical events or trends (the old station house, the agricultural fields, and the water tank) have lost integrity (the station house and the agricultural fields) or belong to an extensive group of which there are innumerable examples (the water tank). Therefore, neither the village nor individual properties within it are National Register eligible.

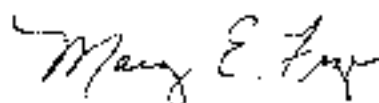
Eloy, Picacho, Red Rock, and Marana Agricultural Fields

The Eloy, Picacho, Red Rock, and Marana agricultural fields, which were addressed as potential historic rural landscapes, do not appear to have features that would distinguish them from other innumerable examples in south-central Arizona, and are not National Register eligible.

Finally, FHWA is aware of the Arizona State Historic Preservation Officer's concern that the project will have an adverse effect to the setting of the Civil War skirmish site at Picacho Pass, which is listed in the National Register of Historic Places under Criterion A, and to the Picacho Peak State Park. FHWA will continue Section 106 consultation with PA participants as information regarding the undertakings possible effects to the property are further evaluated.

Please review the enclosed reports and the information provided in this letter. If you find the reports adequate and agree with FHWA's determinations of eligibility, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact J. Matthew Mallory at 602-712-6371 or email JMallory@azdot.gov.

Sincerely yours,



for
Robert F. Hollis
Division Administrator

Mallory for concurrence
Signature (or stamp) of the Concurrence

Date

3 6 08

Enclosure

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U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

February 26, 2008

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-4674
602 359-1645

In Reply Refer To:
HOP-AZ

Project NE-010-ID(ASM)
TRACS 010 PN 199 H0773 612
I-10, I-8 to Langerine Road
Continuing Section 106 Consultation

Mr. Jose Joaquin, Cultural Resource Specialist
Mr. Peter Steere, Program Manager, Cultural Affairs Office
Tohono O'odham Nation
Cultural Affairs Office
P.O. Box 837
Sells, Arizona 85634

Dear Messrs. Joaquin and Steere:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between Tanguite Road in Marana, Pima County, to north of Interstate 8 (I-8) in Casa Grande, Pinal County. The proposed improvements would be federally funded and constitute an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Eloy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Tribe (SCAT), the White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Hopi Tribe, and the Pascua Yaqui Tribe.

There remains at this time insufficient information to make a determination of effect either for the project as a whole, or with regard to individual historic properties. Because of the long term nature of improvements within the I-10 corridor, the need for a comprehensive cultural resources inventory, and because an effect determination cannot be made at this time, FHWA recommended that a programmatic agreement (PA) be developed among the consulting parties. FHWA circulated a PA in August 2007. The final PA will be circulated shortly, as the City of Eloy, which was first consulted by FHWA on January 25, 2008, has not yet been afforded an adequate opportunity to comment.

In the initial consultation, ten properties that may be subject to either physical impact or to visual, auditory, or atmospheric effects, and that might qualify as significant historic sites under Section 4(f) of the US Department of Transportation Act, but for which eligibility determinations were in doubt, were identified. These are the Cienega Farms Canal, two houses in the City of Eloy, the Picacho Pecan Orchard, the unincorporated communities of Picacho and Red Rock, and agricultural field complexes at Eloy, Picacho, Red Rock, and Marana. At this time, FHWA is seeking your concurrence on the eligibility of these ten cultural resources. It is recognized that additional inventory and assessment will be required as project planning progresses.



The Cortaro Farms Canal (AZ AA 12870 [ASM]) has been previously determined as eligible for inclusion in the National Register of Historic Places (National Register) under Criterion A (Action [SHPO] to Neustadt [ADOT], December 28, 2004). PenPlan Associates, Inc., recently reassessed the National Register eligibility of the canal as reported in *A Cultural Resource Assessment of the Cortaro Farms Canal Adjacent to Interstate 10, Maricopa, Pinal County, Arizona* (Fenicle and Baker 2008). The report is enclosed for your review and comment.

The Cortaro Farms Canal is no longer eligible under Criterion A because it cannot convey visually the evidence of its importance. It has lost too many of its original constituent elements to allow a knowledgeable observer to comprehend what it looked like during its period of significance, 1919-1950. Its setting has changed from rural agricultural fields to modern expressway. Portions of the main canal have been relocated or piped and many of its original features, such as drop structures and bridges, have been removed. The canal has been, and continues to be, a constantly changing entity. The canal does not possess the necessary attributes for eligibility under criteria B and C.

The Cortaro Farms Canal is not associated with a person important to history and it is neither an outstanding example of engineering nor an outstanding example of a type. It does, however, possess information potential under Criterion D. Much of the developmental history of the Cortaro Farms Canal and its irrigation system is unclear. Additional information might be obtained by further field and documentary research, and by conducting oral history interviews with long time residents. Accordingly, FHWA has determined that the Cortaro Farms Canal is eligible for listing on the National Register under Criterion D at the local level of significance.

PenPlan Associates, Inc., also conducted a National Register eligibility assessment of additional historic-era properties within the APE, as reported in *Eligibility Assessment of Selected Properties: I-10, I-8 to Tangerine Road* (Dotige 2007). The report is included for your review and comment. These properties are two Floy houses, the Picacho Pecos Orchard, the unincorporated communities of Picacho and Red Rock, and the Floy, Picacho, Red Rock, and Marana agricultural fields.

Floy Properties

There is no indication that the two Floy houses are associated with historically significant events or broad historic patterns. No historically significant persons are associated with these properties; they lack architectural merit; and their research potential has been exhausted by this study. Therefore, the houses are not National Register eligible.

Picacho Pecos Orchard

The Picacho Pecos Orchard is only about 30 years old, does not possess the qualities to have achieved exceptional significance within the last 50 years (Criterion Consideration G), and is not eligible for National Register inclusion.

Picacho and Red Rock Communities

The communities of Picacho and Red Rock have enough elements that are more than 50 years old to justify their consideration as potential historic districts. The northeastern section of Picacho – the roadside village – and individual properties within it are associated with the development of transportation in general and south central Arizona in particular and with alterations to the landscape as the automobile culture became widespread. Nevertheless, the village as well as individual properties are common property types for which it may be concluded there are many examples in existence with similar characteristics. Therefore, neither the village nor individual properties are considered significant under Criterion A. No historically

significant persons are associated with these properties, and they lack merit in terms of layout and architecture. Therefore, neither the village nor individual properties within it are National Register eligible.

Likewise, there is no indication that the village of Red Rock is associated with significant events or broad historic patterns. No historically significant persons are associated with the current village, and it lacks merit in terms of layout and architecture. Individual properties that are associated with significant historical events or trends – the old station house, the agricultural fields, and the water tank – have lost integrity (the station house and the agricultural fields) or belong to an extensive group of which there are innumerable examples (the water tank). Therefore, neither the village nor individual properties within it are National Register eligible.

Ilroy, Pinaloa, Red Rock, and Marana Agricultural Fields

The Ilroy, Pinaloa, Red Rock, and Marana agricultural fields, which were addressed as potential historic rural landscapes, do not appear to have features that would distinguish them from other innumerable examples in south-central Arizona, and are not National Register eligible.

Finally, FHWA is aware of the Arizona State Historic Preservation Officer's concern that the project will have an adverse effect to the setting of the Civil War skirmish site at Pinaloa Pass, which is listed in the National Register of Historic Places under Criterion A, and to the Pinaloa Peak State Park. FHWA will continue Section 106 consultation with PA participants as information regarding the undertakings possible effects to the property are further evaluated.

Please review the enclosed reports and the information provided in this letter. If you find the reports adequate and agree with FHWA's determinations of eligibility, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact J. Matthew Mallory at (932-712-6371) or email JMallory@azdot.gov.

Sincerely yours,

Mary E. Foye
for
Robert E. Hollis
Division Administrator

Peter J. Steen
Signature for TON Concurrence

3-13-08
Date

Enclosure
cc
JMIMallory (JPM02)
MEFoye
MEFoye@dot

THE



HOPI TRIBE

Benjamin H. Nuwamsa
CHAIRMAN

Todd Honyama Sr.
VICE-CHAIRMAN

September 4, 2007

Robert E. Hollis, Division Administrator
Federal Highway Administration
400 East Van Buren Street, Suite 410
Phoenix, Arizona 85004-0674

Re: I-10 Corridor Study, I-8 to Tangerine Road

Dear Mr. Hollis,

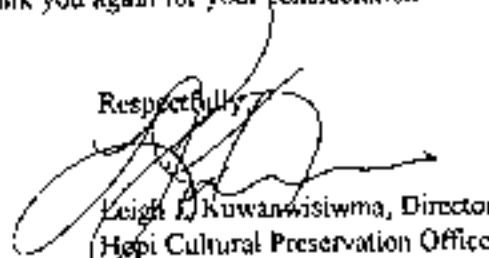
Thank you for your correspondence dated August 27, 2007, with an enclosed draft Programmatic Agreement and cultural resources summary regarding the Federal Highway Administration and Arizona Department of Transportation conducting a corridor study for the widening of Interstate 10 between Tangerine Road in Marana to north of Interstate 8 in Casa Grande. Because the Hopi Tribe claims cultural affiliation to the Hohokam prehistoric culture in this project area, and the Hopi Cultural Preservation Office supports the identification and avoidance of archaeological sites and Traditional Cultural Properties, we appreciate your continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office has reviewed the summary report by EcoPlan Associates Inc., titled *I-10 Corridor Study (Ultimate Widening), North of I-8 to Tangerine Road*, that identifies 96 archaeological sites, approximately 66 of which are prehistoric. We understand that the area of potential effects has yet to be defined, and there is insufficient information on the scope of this project to determine a recommendation of effect, either for the project as a whole, or with regard to individual historic properties.

Regarding the draft Programmatic Agreement, we defer to other culturally affiliated tribes and the State Historic Preservation Office. However, we request additional consultation on this proposal as the area of potential effect is defined and recommendations of effects on cultural resources are developed. Therefore, please provide us with copies for review and comment of all cultural resources survey reports, as well as any draft monitoring, testing, or data recovery plans associated with this proposal.

If you have any questions or need additional information, please contact Terry Morgart, Legal Researcher at tmorgart@hopi.nsn.us. Thank you again for your consideration.

Respectfully,


Leigh L. Kuwanwisiwma, Director
Hopi Cultural Preservation Office



Office of the Project Manager
(520) 723-6768

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
SAN CARLOS IRRIGATION PROJECT
13805 North Arizona Boulevard
Coolidge, Arizona 85228



MAR 14 2008

Mr. Robert E. Hollis
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
400 East Van Buren Street, Suite 410
Phoenix, Arizona 85004-0674

Re: HOP-AZ: Project No. 010 PN 199 H6733 01L

Dear Mr. Hollis:

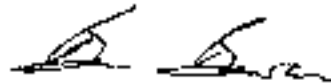
Enclosed is a copy of the signature page indicating my approval of the following draft report: *Eligibility Assessment of Selected Properties: 1-10, 1-8 to Tangerine Road* (Dorigo December 2007). Thank you for including the San Carlos Irrigation Project (SCIP) in ongoing National Environment Policy Act (NEPA) and National Historic Preservation Act (NHPA) compliance activities.

I am most interested in the aforementioned project in regard to its potential effects on power and irrigation facilities under SCIP's jurisdiction. As you may know, many of SCIP's power and irrigation facilities are more than 50 years of age and the Irrigation Division has been determined eligible for listing on the National Register of Historic Places (NRHP). As a federal entity, SCIP must comply with numerous environmental laws (including NEPA and NHPA) when facilities that are historic in age are altered, especially the Irrigation Division. Alterations to irrigation facilities require SCIP to issue an encroachment permit, which allow applicants to cross, realign, or pipe SCIP irrigation facilities. In order for SCIP to issue an encroachment permit, the applicant must prepare and submit an Environmental Assessment (EA) for compliance with NEPA and a Class III Cultural Resources Survey report for NHPA compliance. In addition to these requirements, crossings/alterations of our power and irrigation facilities requires SCIP to approve engineering plans in order to determine if the planned crossings/alterations meet SCIP's safety and operating standards.

In order to facilitate timely progression of your project, I suggest that you contact Mr. Carl Christensen, Supervisory Engineer for the Irrigation Division, at (520) 723-6203, and Mr. Ferris "Ed" Begay, Acting Power Manager, at (520) 723-6207. Please note that SCIP does not have access to e-mail or the internet, so please contact us by mail, phone, or fax, at (520) 723-5770.

If you have any questions or require technical assistance concerning SCIP's environmental requirements, please contact Beau J. Goldstein, Acting Environmental Coordinator by phone, at (520) 723-6234.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan Bowker".

Bryan Bowker
Project Manager

Enclosure



US Department
of Transportation
**Federal Highway
Administration**

~~SECRET~~ 2007-14667-15577

ARIZONA DIVISION

May 27, 2008

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-0574
602-379-3446

In Reply Refer To:
HOP-AZ

NH-4018-D(ASM)
010 PN 199 116773 011.
1-10, 1-8 to Tangerine Road
Continuing Section 106 Consultation

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

May 27, 2008

Dear Dr. Jacobs:

Thank you for your response to the Federal Highway Administration's (FHWA's) earlier determinations of eligibility regarding 10 properties that may be subject to either physical impact or to visual, auditory, or atmospheric effect as a result of the proposed widening of Interstate 10 (I-10) between Tangerine Road in Marana, Pima County, to north of Interstate 8 (I-8) in Casa Grande, Pinal County. In your response dated March 6, 2008, you commented on the determination that the communities of Picacho and Red Rock are ineligible, and requested that they be considered as possibly possessing local significance expressive of their own historical development in addition to being contrasted with other examples of roadside villages. FHWA and the Arizona Department of Transportation (ADOT) appreciate your input and offer the following clarification along with the results of EcoPlan's additional, recent research regarding Red Rock.

Picacho

As noted, especially on pages 49-50 and 55-56 of the eligibility assessment prepared by EcoPlan (Dorigo 2007), the community of Picacho originated as a stop along the Butterfield Stage Route, and later developed as a Southern Pacific Railroad (SPRR) siding and shipping point for both agricultural produce and cattle. Beginning about 1930, the community developed into a roadside village that supplied services to travelers along State Route 84 (SR 84) and State Route 87 (SR 87). Thus, the history of Picacho is linked to the development of transportation in south-central Arizona, and to a lesser extent with the development of agriculture and ranching.

How does the current community reflect these historical trends? There are no physical traces of the community's origin as a stage stop, and the element that might best have reflected its association with rail transport of agricultural produce and cattle, the rail depot, is no longer extant. Therefore, EcoPlan's assessment focused on Picacho's association with the development of transportation in general, and with the development of "automobile culture" in particular.

How expressive is the current community of this historical development? Of the approximately 250 buildings in the community, just one dates from the 1930s, about 30 date from the 1940s, and about 60 date from the 1950s. The remaining buildings are more recent.

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AMERICAN
ECONOMY**

INTERNATIONAL TRANSPORTATION DIVISION
ENVIRONMENTAL & FAIRPLAYMENT GROUP

JUN 05 2008

were built in the 1950s (page 56). The remainder (primarily residential) were constructed after I-10 replaced SR 84, a development that decreased, but did not entirely obviate, the community's importance as a stopping point for travelers seeking gas, food, and lodging. The northeastern section of Picacho, with development along Old SR 84, is most evocative of the linear development that characterizes roadside villages (pages 58-59). Commercial properties that reflect the primary function of a roadside village are restaurants, gas stations, car repair shops, and motels. With regard to standing buildings, today Picacho contains a single restaurant and bar, two gas stations, one car repair shop, and four motels (pages 60-61).

The single restaurant and bar was constructed in 1953, and originally housed the post office. The building exhibits extensive, more recent, alterations. The car repair shop, which was constructed in the 1960s, is abandoned and falling into decay. Just one functioning gas station, built in 1969, is located in the northeastern section of Picacho. The other gas station, built in the early 1950s, was extensively altered when it was remodeled for use as a residence (now abandoned). The four existing motels (a tourist court is no longer standing) were built during the 1950s, 1960s, and 1970s. One is abandoned, and two of the others have been converted into apartments. All are in poor condition.

In sum, to some extent the northeastern section of Picacho still reflects its historical development as a roadside village associated with the development of transportation and the evolution of "automobile culture," but its integrity has been substantially diminished. The remains of demolished and burnt properties are interspersed with standing buildings all along Old SR 84. Of the commercial establishments that best exemplify a roadside village, just the restaurant and bar in the converted post office, one motel, and a gas station are functioning commercial establishments. And most of the commercial buildings have lost integrity of design, materials, feeling, and association (page 64). On balance, then, FHWA concludes that while Picacho is significant at the local level for its association with the aforementioned historic context, it lacks sufficient integrity to adequately express or convey its historical development.

Red Rock

The community of Red Rock originated in the 1880s as a railroad siding along the SPRR and contained a station (depot), water tank, and corrals (pages 81-84). The community developed as a shipping point for cattle as well as ore from the Silverbell mining district. The Aguirres, a prominent Hispanic family with business and ranching interests throughout southern Arizona, established two large ranches several miles west of Red Rock in 1892. Much later, in 1917, Higinio Aguirre established a ranch on 160 acres of patented land immediately adjacent to the community. Thus, the history of Red Rock is linked to the development of transportation (initially the railroad and later SR 84) and to the development of ranching and mining in southern Arizona as well as being associated with the prominent Aguirre family.

How does the current community reflect these historical trends? Refer to pages 84-87. The station house has been moved from its original location, subject to substantial alteration, and currently serves as a residence. The corrals have been demolished. The water tank is still standing in its original location east of the railroad tracks, but is separated from the current Red Rock community by I-10. Excepting a few residential properties, none of the original components of the village—the original post office, two stores, a billiards parlor, Wells Fargo and Union Pacific offices, a hotel, a telegraph and telephone company, and the original school—are standing today. Most were demolished in the 1960s to make way for the construction of I-10, with a few elements represented by archaeological remains immediately west of the interstate. In the 1950s a new post office and a new school were constructed at Red Rock, but these were established to serve a much larger area than just the community of Red Rock. Following the construction of I-10 in the 1960s, a gas station, and a bar were built adjacent to the interstate.

EcoPlan's recent research, which included additional fieldwork and an interview with Mary Aguirre who is a Red Rock resident, demonstrates that of the components that made up the historic community of Red Rock, in addition to the relocated station house, just the late 1940s Aguirre ranch house and two out buildings, two early residences, and the garage associated with the original school are extant west of I-10 (also refer to pages

85-87). One of the two early residences began as a small cabin built in the early 1900s, but was extensively remodeled when the Aguires acquired the property in the 1940s. The second early residence was moved to its current location to avoid being demolished by I-10.

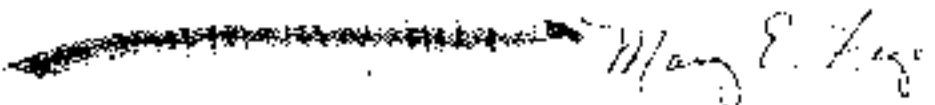
It was only after I-10 was constructed that the current residential and commercial community of Red Rock developed. Today, Red Rock is a tiny cluster of dispersed buildings, the majority being non-historic residential properties. Its layout (distinct from the original which stretched along the railroad tracks and SR 94) was dictated by the presence and configuration of agricultural fields west of Aguirre Lane. Within this group of about 15 buildings, residential properties are clustered on both sides of Aguirre Lane. The 1980s post office is separated from and north of these properties. South of this cluster, at the intersection of Aguirre Lane and Saseo Road, is the 1950s school. Near the highway interchange are two commercial properties - an abandoned gas station and a bar. There are no clear connections among the commercial, public, and residential elements. That is, they were not designed, and did not develop as a functioning whole. The commercial properties are situated adjacent to the expressway interchange and geared toward highway travel. The post office and school serve a much larger area than that occupied by the small cluster of residences and were intended to do so from the time of their establishment.

Based on this summary regarding historic Red Rock contrasted with the current community, FHWA concludes that the historic-age properties that still exist at this locale are too few and too altered to express the historic development of the original community of Red Rock.

Conclusion

FHWA would certainly welcome additional input and discussion. We are most willing to organize an on-site meeting to further address your concerns if you believe that would be useful. Please do not hesitate to contact or J. Matthew Mallory (602-712-6371 or JMallory@azdot.gov) with questions or comments.

Sincerely yours,



Robert E. Hollis
Division Administrator

CONCUR



US Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

July 16, 2008

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-0674
602-379-3646

In Reply Refer To:
HQP-AZ

Project NE-010-10(ASM)
TRACS 010 PN 199 H6773 011
I-10 Corridor Study, I-8 to Tangerine Road
Continuing Section 106 Consultation

Mr. Wendler Nosie, Chair
San Carlos Apache Nation
P.O. Box 0
San Carlos, Arizona 85550

Dear Chair Nosie:

The Federal Highway Administration (FHWA) is conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between a point north of Interstate 8 (I-8) in Casa Grande, Pinal County and Tangerine Road in Marana, Pima County. FHWA recently recommended that a programmatic agreement (PA) with stipulations for further inventory, eligibility assessments, and mitigation be developed. Parties invited to participate in the PA to date are the Advisory Council on Historic Preservation (ACHP), the Arizona Department of Transportation (ADOT), the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Eloy, the City of Casa Grande, the Arizona State Museum (ASM), the Ak-Chin Indian Community, the Gila River Indian Community (GRIC), the Hopi Tribe, the Pascua Yaqui Tribe, the San Carlos Apache Nation (SCAN), the Tohono O'odham Nation (TON), and the White Mountain Apache Tribe (WMAF).

A draft PA was circulated among the consulting parties in August 2007 (the City of Eloy was belatedly invited to participate in January 2008). Responses were received from ACHP, SHPO, ASP, SCIP, Reclamation, the Town of Marana, WMAF, the Hopi Tribe, and the Pascua Yaqui Tribe.

At this time, FHWA is circulating the final PA for signature. The final PA, a copy of which is enclosed, was revised in response to comments from the Town of Marana, SCIP, SHPO, and Hopi. The following changes were made:

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**AMERICAN
ECONOMY**

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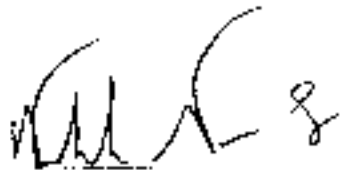
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- Text was added to the Hopi Tribe signature block on page 11 as a reminder to FHWA/ADOT to continue consultation with the tribe even though they defer to other culturally-affiliated tribes invited to participate in this agreement and SHPO. The Hopi Tribe requests additional consultation regarding definition of the area of potential effects and project effect as well as plans for and the results of any archaeological survey, testing, monitoring, or data recovery.

If you find the final PA adequate, please sign and date under your organization's name at the end of the PA within 30 days of receipt of this letter. Please include project name and numbers listed at the top of this letter on any correspondence. Once all responses have been received, copies of the executed PA will be distributed for your files. Execution of the PA would demonstrate that Section 106 compliance requirements for the proposed undertaking have been met. If you have any questions or concerns, please feel free to contact J. Matthew Mallery at 602-712-6371 or email JMallery@gazdot.gov.

Sincerely yours,

MARY E. FRYE

Robert E. Hollis
Division Administrator


Signature: for San Carlos Apache Nation Concurrence

7/21/08
Date:

Enclosure
cc

Vernelda Grant, Tribal Historic Preservation Officer, P.O. Box 9, San Carlos, Arizona 85550 (enclosure)
JMallery (JMU2)
MFrye
MFrye:edm

CONCURRING PARTIES

AK-CHIN INDIAN COMMUNITY

By _____ Date _____

Title _____

GILA RIVER INDIAN COMMUNITY

By _____ Date _____

Title _____

HOPÍ TRIBE*

By _____ Date _____

Title _____

**The Hopi Tribe defers to other culturally-affiliated tribes invited to participate in this agreement and the State Historic Preservation Office, but requests additional consultation regarding definition of the area of potential effects and project effect as well as plans for and the results of any archaeological survey, testing, monitoring, or data recovery.*

PASCUA YAQUI TRIBE

By _____ Date _____

Title _____

SAN CARLOS APACHE NATION

By  Date 7/21/07

Title Tribal Chair

TOHONO O'ODHAM NATION

By _____ Date _____

Title _____



US Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

July 16, 2008

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-0674
602-379-3646

In Reply Refer To:
HQP-AZ

Project NH-010-10(ASM)
TRACS 010 PN 199 H6773 011
I-10 Corridor Study, I-8 to Tangerine Road
Continuing Section 106 Consultation

Mr. Wendler Nosie, Chair
San Carlos Apache Nation
P.O. Box 0
San Carlos, Arizona 85550

Dear Chair Nosie:

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A draft PA was circulated among the consulting parties in August 2007 (the City of Eloy was belatedly invited to participate in January 2008). Responses were received from ACHP, SHPO, ASP, SCIP, Reclamation, the Town of Marana, WMAF, the Hopi Tribe, and the Pascua Yaqui Tribe.

At this time, FHWA is circulating the final PA for signature. The final PA, a copy of which is enclosed, was revised in response to comments from the Town of Marana, SCIP, SHPO, and Hopi. The following changes were made:

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**AMERICAN
ECONOMY**

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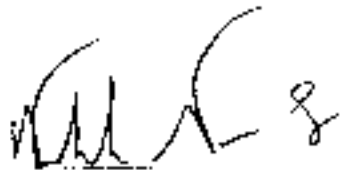
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Sincerely yours,

MARY E. FRYE

Robert E. Hollis
Division Administrator


Signature: for San Carlos Apache Nation Concurrence

7/21/08
Date:

Enclosure
cc

Vernelda Grant, Tribal Historic Preservation Officer, P.O. Box 9, San Carlos, Arizona 85550 (enclosure)
JMallery (JMU2)
MFrye
MFrye:adm

CONCURRING PARTIES

AK-CHIN INDIAN COMMUNITY

By _____ Date _____

Title _____

GILA RIVER INDIAN COMMUNITY

By _____ Date _____

Title _____

HOPÍ TRIBE*

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Title _____

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PASCUA YAQUI TRIBE

By _____ Date _____

Title _____

SAN CARLOS APACHE NATION

By  Date 7/21/07

Title Tribal Chair

TOHONO O'ODHAM NATION

By _____ Date _____

Title _____



U.S. Department
of Transportation
Federal Highway
Administration

ARIZONA DIVISION

July 16, 2008

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-0674
602-379-3646

In Reply Refer To:
HOP-AZ

Project NH-010-D(ASM)
TRACS 010 PN 199 H6773 01L
I-10 Corridor Study: I-8 to Tangerine Road
Continuing Section 106 Consultation

Mr. Bryan Lausten
Archaeologist
Bureau of Reclamation
6150 West Thunderbird Road
Glendale, Arizona 85601

Dear Mr. Lausten:

The Federal Highway Administration (FHWA) is conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between a point north of Interstate 8 (I-8) in Casa Grande, Pinal County and Tangerine Road in Marana, Pima County. FHWA recently recommended that a programmatic agreement (PA) with stipulations for further inventory, eligibility assessments, and mitigation be developed. Parties invited to participate in the PA to date are the Advisory Council on Historic Preservation (ACHP), the Arizona Department of Transportation (ADOT), the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Eloy, the City of Casa Grande, the Arizona State Museum (ASM), the Ak-Chin Indian Community, the Gila River Indian Community (GRIC), the Hopi Tribe, the Pascua Yaqui Tribe, the San Carlos Apache Nation (SCAN), the Tohono O'odham Nation (TON), and the White Mountain Apache Tribe (WMAT).

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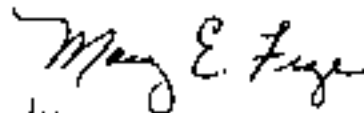
**MOVING THE
AMERICAN
ECONOMY**

2

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Sincerely yours,



Mary E. Hollis
Robert E. Hollis
Division Administrator



Signature for Bureau of Reclamation Concurrence

9/22/08
Date

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

July 16, 2008

500 East Van Buren Street,
Suite 415
Phoenix, Arizona 85004-0674
602-379-2646

In Reply Refer To:
HOP-AZ

Project N11-0110-D(ASM)
HAC'S 010 PN 199386773 04L
I-10 Corridor Study: I-8 to Tangerine Road
Consulting Section 106 Consultation

Mr. Peter Steere, Program Manager
Mr. Joe Joaquin, Cultural Resource Specialist
Tohono O'odham Nation
Cultural Affairs Office
P.O. Box 537
Sells, Arizona 85634

Dear Messrs. Joaquin and Steere:

The Federal Highway Administration (FHWA) is conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between a point north of Interstate 8 (I-8) in Casa Grande, Pinal County and Tangerine Road in Marana, Pima County. FHWA recently recommended that a programmatic agreement (PA) with stipulations for further inventory, eligibility assessments, and mitigation be developed. Parties invited to participate in the PA to date are the Advisory Council on Historic Preservation (ACHP), the Arizona Department of Transportation (ADOT), the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Eloy, the City of Casa Grande, the Arizona State Museum (ASM), the Ak-Chin Indian Community, the Gila River Indian Community (GRIC), the Hopi Tribe, the Pascua Yaqui Tribe, the San Carlos Apache Nation (SCAN), the Tohono O'odham Nation (TON), and the White Mountain Apache Tribe (WMAT).

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**AMERICAN
ECONOMY**

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Sincerely yours,

Mary E. Fuge

for
Robert E. Hollis
Division Administrator

JUL 21 2008

Peter T. Allen

Signature for Tohono O'odham Nation Concurrence

7-18-08
Date

Enclosure

Attorney General's office of
Tohono O'odham Nation
is doing legal review of
document. Will inform if
changes need to be made

Execution of this Agreement by the signatories and its subsequent filing with the Council is evidence that the Federal Highway Administration has afforded the Advisory Council on Historic Preservation an opportunity to comment on the Project and its effects on historic properties, and that the Federal Highway Administration has taken into account the effects of the undertaking on historic properties.

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

By Mary E. Fry

Date 7-11-2008

Title ENVIRONMENTAL COORDINATOR

ARIZONA STATE HISTORIC PRESERVATION OFFICE

By James W. Samson

Date 11/25/08

Title AZSHPO

BUREAU OF RECLAMATION

By _____

Date _____

Title _____

SAN CARLOS IRRIGATION PROJECT

By _____

Date _____

Title _____

INVITED SIGNATORY

ARIZONA DEPARTMENT OF TRANSPORTATION

By Shor Anderson

Date 7-2-08

Title Manager, Environmental Planning Group

November 25, 2008

Robert E. Hollis, Division Administrator
Federal Highway Administration
U.S. Department of Transportation
One Arizona Center, Suite 410
400 East Van Buren Street
Phoenix, AZ 85004-0674

Attention: Mary Frye

RE: HOP-AZ, NH-010-D(ASM)
TRACS No. 010 PN 199 H6773 01L
I-10, I-8 to Tangerine Road
Final Programmatic Agreement
SHPO-2007-1466 (38357)

Janet Napolitano
Governor

State Parks
Board Members

Chair
William C. Scalzo
Phoenix

Arian Colton
Tucson

Reese Woodling
Tucson

Tracey Westerhausen
Phoenix

William C. Cordasco
Flagstaff

Larry Landry
Phoenix

Mark Winkleman
State Land
Commissioner

Kenneth E. Travous
Executive Director

Arizona State Parks
1306 W. Washington
Phoenix, AZ 85007

Tel & TTY: 602.542.4174
www.azstateparks.com

800.285.3703 from
(520 & 928) area codes

General Fax:
602.542.4160

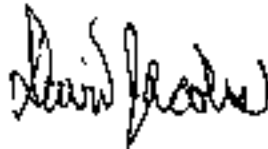
Director's Office Fax:
602.542.4168

Dear Mr. Hollis:

Enclosed is the Programmatic Agreement (PA) for the Federal Highway Administration project to widen a segment of Interstate 10 (I-10) between a point north of Interstate 8 in Casa Grande, Pinal County, and Tangerine Road in Marana, Pima County. It was signed by James Garrison, the Arizona State Preservation Officer, on November 25, 2008. The document should be filed with the Advisory Council according to 36 CFR § 800.6(b)(1)(iv). We would appreciate receiving a copy of the complete signature page for our files.

We look forward to reviewing and commenting on the project's inventory, eligibility assessments, and mitigation plans according to stipulations of the PA. We appreciate your continuing cooperation with our office in complying with the requirements of historic preservation. Please contact me at (602) 542-7140 or electronically at djacobs@azstateparks.gov if you have any questions or concerns.

Sincerely,



David Jacobs
Compliance Specialist/Archaeologist
State Historic Preservation Office

CC: Matt Mallery, ADOT

Enclosure



Preserving America's Heritage

April 8, 2009

Robert E. Hollis
Division Administrator
FHWA – Arizona Division
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-1916

*REF: Proposed Widening of Interstate 8 and 10 (I-8 and I-10)
Federal Aid Project NH 010-D(ASM)
Pinal and Pima Counties, Arizona*

Dear Mr. Hollis:

On March 30, 2009, the Advisory Council on Historic Preservation (ACHP) received the Programmatic Agreement (PA) for the above referenced project. In accordance with Section 800.6(b)(1)(iv) of the ACHP's regulations, the ACHP acknowledges receipt of the PA. The filing of the PA, and execution of its terms, completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

We appreciate your providing us with a copy of the PA and will retain it for inclusion in our records regarding this project. Should you have any questions or require additional assistance, please contact me at (202) 606-8509 or ljohnson@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Federal Permitting, Licensing, and Assistance Section
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 903 • Washington, DC 20004
Phone 202-606-8503 • Fax 202-606-8847 • achp@achp.gov • www.achp.gov



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

January 27, 2010

4000 North Central Avenue,
Suite 1500
Phoenix, Arizona 85012-3500
602-379-3646
Fax: 602-382-8998

<http://www.fhwa.dot.gov/azdiv/index.htm>

In Reply Refer To:
NH-010-D(ASM)
HOP-AZ

NH-010-D(ASM)
TRACS 010 PN 199 H6773 01L
NH-010-D(ASM)
I-10, I-8 to Tangerine Road
Continuing Section 106 Consultation
"Adverse Effect"

Mr. Joe Joaquin, Cultural Resource Specialist
Mr. Peter Steere, Program Manager
Tohono O'odham Nation
Cultural Affairs Office
P.O. Box 837
Sells, Arizona 85634

Dear Mr. Joaquin and Mr. Steere:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between north of Interstate 8 (I-8) in Casa Grande, Pinal County and Tangerine Road in Marana, Pima County. The proposed improvements would be federally funded, an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Eloy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Nation (SCAN), the White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Hopi Tribe, and the Pascua Yaqui Tribe.

Area of Potential Effects and Status of Consultation

The area of potential effects (APE) is defined as the existing and new rights-of-way (ROW) and temporary construction easements (TCEs) along I-10 between milepost (MP) 195.6 (Earley Road) and MP 240.4 (Tangerine Road), and on I-8 between MP 177.0 and MP 178.0 (the I-8/I-10 traffic interchange), as well as areas beyond those limits where historic properties could be affected by visual, auditory, or atmospheric intrusions. Consultation regarding the eligibility of cultural resources within the existing ROW was conducted earlier as summarized in consultation between ADOT and the SHPO (Mallery [ADOT] to Jacobs [SHPO] January 26, 2007, SHPO concurred February 1, 2008). Consultation regarding the eligibility of cultural resources that might be subject to effect beyond the existing ROW also



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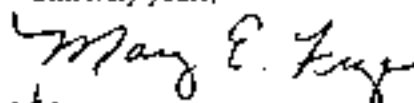
ADOT had previously consulted with the SHPO regarding potential effects to the Picacho Pass Skirmish Site for the I-10 interim widening project arguing that, "The distance to the highway and new TI in relation to the skirmish site, in combination with the already existing interstate, TI, and railroad corridor, constitute a minimal change to the desert setting of the skirmish site from what was identified at the time of the National Register nomination" and concluding that the interim widening and new interchange would not adversely affect the characteristics that contribute to the eligibility of the property (Neustadt [ADOT] to Jacobs [SHPO] March 10, 2008). The SHPO concurred on March 19, 2008.

The Picacho Peak TI currently under construction for the interim widening was designed to accommodate the ultimate improvements, and is the only portion of the interstate in this vicinity that is above grade. Therefore, the ultimate widening, all of which will be separated from the skirmish site by the Union Pacific Railroad, will not alter the characteristics of the site in any way. Accordingly, a finding of "no historic properties affected" was made with regard to the Picacho Pass Skirmish Site.


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Please review the information provided in this letter. If you agree with FHWA's determinations of effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact J. Matthew Mallery at 928-779-7595 or email JMallery@azdot.gov.

Sincerely yours,


 Mary E. Hollis
 Division Administrator

FEB - 8 2010


 Signature for Tohono O'odham Nation
 NH-010-D(ASM)


 Date

**White Mountain Apache Tribe Heritage Program
PO Box 507 Fort Apache,AZ 85926
I (928) 338-3033 Fax: (928) 338-6055**

To: J. Matthew Mallery, AZDOT Historic Preservation Specialist
Date: February 2, 2010
Project: NH-010-D(ASM) TRACS No. 010 PN 199 H6773 011.i-10; 1-8 to Tangerine Road

The White Mountain Apache Historic Preservation Office (THPO) appreciates receiving information on the proposed project, dated January 27, 2009. In regards to this, please attend to the checked items below.

► *There is no need to send additional information unless project planning or implementation results in the discovery of sites and/or items having known or suspected Apache Cultural affiliation.*

⌈ The proposed project is located within an area of probable cultural or historical importance to the White Mountain Apache Tribe (WMAT). As part of the effort to identify historical properties that maybe affected by the project we recommend an ethno-historic study and interviews with Apache Elders. The Cultural Resource Director, *Mr. Ruman Riley* would be the contact person at (928) 338-4625 should this become necessary.

► Please refer to the attached additional notes in regards to the proposed project:

We have received and reviewed the information regarding FWHA/ADOT's proposal to conduct a corridor study which would result in the eventual widening of Interstate 10 between north of Interstate 8 in Casa Grande, Pinal County and Tangerine Road in Marana, Pima County, and we've determined the proposed project *will not have an effect on the White Mountain Apache tribe's Cultural Heritage Resources and/or historic properties*, however, any ground disturbance should be monitored *if there are reasons to believe that human remains and/or funerary objects are present, if such remains and/or objects are encountered all construction activities are to be stopped and the proper authorities and/or affiliated tribe(s) be notified to evaluate the situation.*

We look forward to continued collaborations in the protection and preservation of places of cultural and historical significance.

Sincerely,

Mark T. Altaha
White Mountain Apache Tribe
Historic Preservation Officer
Email: markaltaha@wmat.nsn.us



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

January 27, 2010

4000 North Central Avenue,
Suite 1500
Phoenix, Arizona 85012-3500
602-379-3646
Fax: 602-382-8998
<http://www.fhwa.dot.gov/azdiv/index.htm>



In Reply Refer To:
NH-010-D(ASM)
HOP-AZ

NH-010-D(ASM)
TRACS 010 PN 199 J16773 01L
NH-010-D(ASM)
1-10; 1-8 to Tangerine Road
Continuing Section 106 Consultation
"Adverse Effect"

Dr. Beth Grindell, Director
Arizona State Museum
University of Arizona
P.O. Box 210026
Tucson, Arizona 85721-0026

Dear Dr. Grindell:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between north of Interstate 8 (I-8) in Casa Grande, Pinal County and Tangerine Road in Marana, Pima County. The proposed improvements would be federally funded, an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Eloy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Nation (SCAN), the White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Hopi Tribe, and the Pascua Yaqui Tribe.

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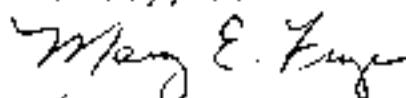
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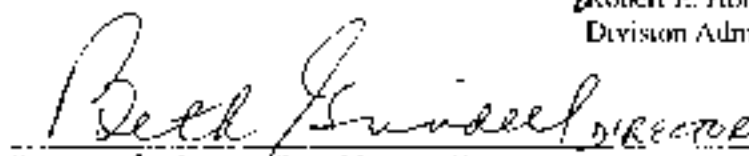
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Sincerely yours,



Mary E. Fugle

Division Administrator

 2/3/10

Signature for Arizona State Museum Concurrence
NII-010-D(ASM)

Date



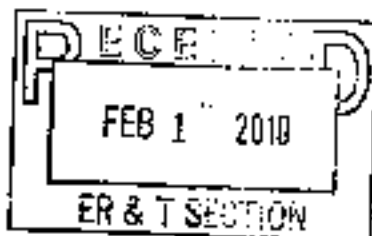
U.S. Department
of Transportation
Federal Highway
Administration

ARIZONA DIVISION

January 27, 2010

4000 North Central Avenue,
Suite 1500
Phoenix, Arizona 85012-3500
602-379-3646
Fax: 602-342-8998

<http://www.fhwa.dot.gov/azdiv/index.htm>



In Reply Refer To:
NH-010-D(ASM)
HOP-AZ

NH-010-D(ASM)
TRACS 010 PN 199 H6773 01L
I-10; I-8 to Tangerine Road
Continuing Section 106 Consultation
"Adverse Effect"

Mr. Steve Ross
Cultural Resources Manager
Arizona State Land Department
1616 West Adams Street
Phoenix, Arizona 85007

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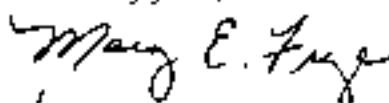
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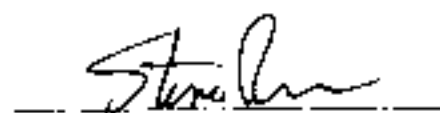
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Sincerely yours,



Robert E. Hollis
Division Administrator



Signature for Arizona State Land Department
NH-010-D(ASM)

FEB 3, 2010
Date

cc:

Ruben Ojeda, Right-of-way Manager, Arizona State Land Department, 1616 West Adams Street,
Phoenix, Arizona 85007



U.S. Department
of Transportation
**Federal Highway
Administration**

~~2007~~ 2007-1466 (76508)

ARIZONA DIVISION

January 27, 2010

4000 North Central Avenue,
Suite 1500

Phoenix, Arizona 85012-3500

602-379-3646

Fax: 602-382-8998

<http://www.fhwa.dot.gov/azdiv/index.htm>

In Reply Refer To:

NH-010-D(ASM)

HOP-AZ

NH-010-D(ASM)

TRACS 010 PN 199 H6773 01L

NH-010-D(ASM)

I-10; I-8 to Tangerine Road

Continuing Section 106 Consultation

"Adverse Effect"

RECEIVED

FEB 01 2010

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1300 West Washington Street
Phoenix, Arizona 85007

2010 FEB 01 10 11 AM

Dear Dr. Jacobs:

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The Picacho Pass Skirmish Site extends for about 3 miles north and east of I-10 in the vicinity of the Picacho Peak traffic interchange (TI). The extreme southern site boundary is about ¼-mile from the TI. The site is separated from the interstate by the Union Pacific Railroad. Because it will not be subject to physical disturbance, just potential alterations of the property's setting and feeling were considered. ADOT had previously consulted with the SHPO regarding potential effects to the Picacho Pass Skirmish

Interim ~~≠~~ eventual widening on 1st page

Site for the I-10 interim widening project arguing that, "The distance to the highway and new TI in relation to the skirmish site in combination with the already existing interstate, TI, and railroad corridor, constitute a minimal change to the desert setting of the skirmish site from what was identified at the time of the National Register nomination" and concluding that the interim widening and new interchange would not adversely affect the characteristics that contribute to the eligibility of the property (Neustadt [ADOT] to Jacobs [SHPO] March 10, 2008). The SHPO concurred on March 19, 2008.

The Picacho Peak TI currently under construction for the interim widening was designed to accommodate the ultimate improvements, and is the only portion of the interstate in this vicinity that is above grade. Therefore, the ultimate widening, all of which will be separated from the skirmish site by the Union Pacific Railroad, will not alter the characteristics of the site in any way. Accordingly, a finding of "no historic properties affected" was made with regard to the Picacho Peak Skirmish Site.

basic shift

significant

The two gas pipelines cross beneath I-10, the mainline several miles west of the Picacho Peak TI, and the lateral about a mile and a half west of Red Rock. Natural gas pipelines are exempt from consideration under Section 106 as laid out in the Advisory Council on Historic Preservation's notice of final exemption (LH 02-8336). Neither the EPNG Pipeline 1007 Main Line nor the EPNG Lateral will be affected by the I-10 improvement project.

Please review the information provided in this letter. If you agree with FHWA's determinations of effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact J. Matthew Mallery at 928-779-7595 or email JMallery@azdot.gov.

Sincerely yours,

May E. Fugate

Robert E. Hollis
Division Administrator

[Signature]

Signature for SHPO Concurrence
NH-010-D(ASM)

3 FEB 10

Date

cc: Matt Mallery, ADOT



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

January 27, 2010

4000 North Central Avenue,
Suite 1500
Phoenix, Arizona 85012-3500
602-379-3646

Fax: 602-352-8998

<http://www.fhwa.dot.gov/azdiv/index.htm>

In Reply Refer To:
NH-010-D(ASM)
HOP-AZ

NH-010-D(ASM)
TRACS 010 PN 199116773 01L
NH-010-D(ASM)
I-10; I-8 to Tangerine Road
Continuing Section 106 Consultation
"Adverse Effect"

Mr. Bryan Bowker, Project Manager
Bureau of Indian Affairs-San Carlos Irrigation Project
P.O. Box 250
Conlidge, Arizona 85228

Dear Mr. Bowker:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between north of Interstate 8 (I-8) in Casa Grande, Pinal County and Tangerine Road in Marana, Pima County. The proposed improvements would be federally funded, an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Elroy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Nation (SCAN), the White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Hopi Tribe, and the Pascua Yaqui Tribe.

Area of Potential Effects and Status of Consultation

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[FHWA] March 6, 2008; Hollis [FHWA] to Jacobs [SHPO] May 27, 2008, SHPO concurred June 3, 2008). A programmatic agreement (PA) covering the entire corridor was executed November 25, 2008.

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Effect Determination

At this time there is sufficient information available to make a determination of effect for the project as a whole, and with regard to selected individual historic properties. FHWA has determined that the project as a whole will result in an "adverse effect" because of anticipated physical disturbance to at least 14 archaeological sites determined eligible under Criterion D during earlier consultation, 1 recommended eligible under Criterion D, and 5 others that may be eligible under Criterion D, along with physical disturbance to 3 linear structures determined eligible under Criterion D (historic SR 84, the Marana Airfield Railroad, and the Cortaro Farms Canal).

There are seven additional properties within the APE that have been determined eligible under criteria other than D during earlier consultation:

- Casa Grande and Florence-Casa Grande Extension canals (Criteria A and C)
- Southern (now Union) Pacific Main Line and Phoenix Branch (Criterion A)
- Picacho Pass Skirmish Site (Criterion A)
- EPNG Pipeline 1007 Main Line and Lateral (Criteria A and C)

The portions of both canals within the project limits where they might be subject to physical alteration have been determined non-contributing. Thus, the location, design, materials, workmanship, and association of contributing elements of these two properties will not be altered. Improvements to I-10 will not appreciably alter the setting or feeling of either canal within the APE where each is already in proximity to an interstate highway and to ever expanding urban development. Therefore, a finding of "no historic properties affected" was made with regard to the Casa Grande and Florence-Casa Grande Extension canals. This determination is in accordance with 36 CFR Part 800.4(d)1, which states that a finding of "no historic properties affected" applies in cases where "there are historic properties present but the undertaking will have no effect upon them as defined in § 800.16(i)," wherein effect is defined as "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register."

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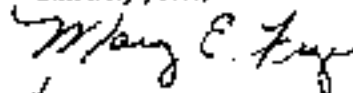
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The two gas pipelines cross beneath I-10, the mainline several miles west of the Picacho Peak TI, and the lateral about a mile and a half west of Red Rock. Natural gas pipelines are exempt from consideration under Section 106 as laid out in the Advisory Council on Historic Preservation's notice of final exemption (FR 02-8336). Neither the EPNG Pipeline 1007 Main Line nor the EPNG Lateral will be affected by the I-10 improvement project.

Please review the information provided in this letter. If you agree with FHWA's determinations of effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact J. Matthew Mallery at 928-779-7595 or email JMallery@azdot.gov.

Sincerely yours,



Robert E. Hollis
Division Administrator

 _____ 4/11/10 _____
Signature for San Carlos Irrigation Project Concurrence Date
NII-010-D(ASM)



United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
SAN CARLOS IRRIGATION PROJECT
13805 North Arizona Boulevard
Coolidge, Arizona 85228



NH-010-010-010
Office of the Project Manager
(520) 723-6200

FEB 09 2010

FEB 10 2010

Mr. Robert E. Hollis
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
4000 North Central Avenue - Suite 1500
Phoenix, Arizona 85012-3500

Re: NH-010-D(ASM); HOP-AZ

Dear Mr. Hollis:

Enclosed is a copy of the signature page indicating my agreement with FHWA's determinations of eligibility and effect. Thank you for including the San Carlos Irrigation Project (SCIP) in ongoing National Environment Policy Act (NEPA) and National Historic Preservation Act (NHPA) compliance activities.

I am most interested in the aforementioned project in regard to its potential effects on power and irrigation facilities under SCIP's jurisdiction. As you may know, many of SCIP's power and irrigation facilities are more than 50 years of age, and the Irrigation Division has been determined eligible for listing on the National Register of Historic Places (NRHP). As a federal entity, SCIP must comply with numerous environmental laws (including NEPA and NHPA) when facilities that are of historic age are altered. Alterations to irrigation facilities require SCIP to issue an encroachment permit, which allows applicants to cross, realign, or pipe SCIP irrigation facilities. In order for SCIP to issue an encroachment permit, the applicant must prepare and submit an Environmental Assessment (EA) for compliance with NEPA and a Class III Cultural Resources Survey report for NHPA compliance. In addition to these requirements, crossings/alterations of our power and irrigation facilities requires SCIP to approve engineering plans in order to determine if the planned crossings/alterations meet SCIP's safety and operating standards.

In order to facilitate timely progression of your project, I suggest that you contact Mr. Clarence Begay, Supervisory Civil Engineer for the Irrigation Division, at (520) 723-6203 and Mr. Ferris "Ed" Begay, Power Manager at (520) 723-6225.

If you have any questions or require technical assistance concerning SCIP's environmental requirements, please contact Beau J. Goldstein, Acting Environmental Coordinator by phone at (520) 723-6234.

Sincerely,


Project Manager

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

January 27, 2010

4080 North Central Avenue,
Suite 1700
Phoenix, Arizona 85012-3500
602-339-3616
Fax: 602-382-8998

<http://www.fhwa.dpt.gov/azdiv/index.htm>

In Reply Refer To
NH-014-D(ASM)
HOP-AZ

NH-014-D(ASM)
TRACS 010 PN 199 H6773 011.
NH-010-D(ASM)
I-10; I-8 to Tangerine Road
Continuing Section 106 Consultation
"Adverse Effect"

Mr. Bryan Lausten, Archaeologist
Bureau of Reclamation
6150 West Thunderbird Road
Glendale, Arizona 85603

Dear Mr. Lausten:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between north of Interstate 8 (I-8) in Casa Grande, Pinal County and Tangerine Road in Marana, Pima County. The proposed improvements would be federally funded, an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Floy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Nation (SCAN), the White Mountain Apache Tribe (WMAT), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Hopi Tribe, and the Pascua Yaqui Tribe.

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- Casa Grande and Florence-Casa Grande Extension canals (Criteria A and C)
- Southern (now Union) Pacific Main Line and Phoenix Branch (Criterion A)
- Picacho Pass Skirmish Site (Criterion A)
- HPNC Pipeline 1007 Main Line and Lateral (Criteria A and C)

The portions of both canals within the project limits where they might be subject to physical alteration have been determined non-contributing. Thus, the location, design, materials, workmanship, and association of contributing elements of these two properties will not be altered. Improvements to I-10 will not appreciably alter the setting or feeling of either canal within the APE where each is already in proximity to an interstate highway and to ever expanding urban development. Therefore, a finding of "no historic properties affected" was made with regard to the Casa Grande and Florence-Casa Grande Extension canals. This determination is in accordance with 36 CFR Part 800.4(d)(1), which states that a finding of "no historic properties affected" applies in cases where "there are historic properties present but the undertaking will have no effect upon them as defined in § 800.16(a)," wherein effect is defined as "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register."

Similar reasoning was applied to the two railroads, neither of which will be subject to physical alteration. The main line is bridged by I-10 near the northwestern project limits, and closely parallels I-10 from the southeastern project limits to the interstate's junction with SR 87. The Phoenix Branch is proximal to I-10 only where it diverges from the main line east of SR 87. Improvements to I-10 will not alter the integrity of either railroad; therefore, a finding of "no historic properties affected" was made with regard to the Southern (now Union) Pacific Main Line and Phoenix Branch.

The Picacho Pass Skirmish Site extends for about 3 miles north and east of I-10 in the vicinity of the Picacho Peak traffic interchange (TI). The extreme southern site boundary is about ½-mile from the TI. The site is separated from the interstate by the Union Pacific Railroad. Because it will not be subject to physical disturbance, just potential alterations of the property's setting and feeling were considered. ADOT had previously consulted with the SHPO regarding potential effects to the Picacho Pass Skirmish Site for the I-10 interim widening project arguing that, "The distance to the highway and new TI in

relation to the skirmish site, in combination with the already existing interstate, TI, and railroad corridor, constitute a minimal change to the desert setting of the skirmish site from what was identified at the time of the National Register nomination" and concluding that the interim widening and new interchange would not adversely affect the characteristics that contribute to the eligibility of the property (Newstart [ADDI] to Jacobs [SHPO] March 10, 2008; The SHPO concurred on March 19, 2008).

The Picacho Peak TI currently under construction for the interim widening was designed to accommodate the ultimate improvements, and is the only portion of the interstate in this vicinity that is above grade. Therefore, the ultimate widening, all of which will be separated from the skirmish site by the Union Pacific Railroad, will not alter the characteristics of the site in any way. Accordingly, a finding of "no historic properties affected" was made with regard to the Picacho Pass Skirmish Site.

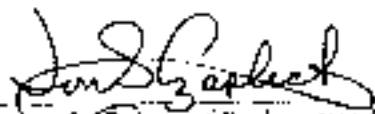
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Please review the information provided in this letter. If you agree with FHWA's determinations of effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact J. Matthew Mallory at 928-779-7595 or email JMallory@azdot.gov.

Sincerely yours,



Robert E. Hoffes
Division Administrator



Signature for Bureau of Reclamation Concurrence
NH-010-D(ASM)

12 Feb 2010

Date

THE HOPI TRIBE



Leroy Shingoltewa
CHAIRMAN

Harman G. Konaule
VICE CHAIRMAN

February 16, 2010

Robert E. Hollis, Division Administrator
Federal Highway Administration, Arizona Division
4000 North Central Ave., Suite 1500
Phoenix, Arizona 85012-3500

Re: I-10; I-8 to Tangerine Road

Dear Mr. Hollis,

Thank you for your correspondence dated January 27, 2010, regarding the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) conducting a corridor study that would result in the widening of Interstate 10 between Interstate 8 in Casa Grande and Tangerine Road in Murana. The Hopi Tribe claims cultural affiliation to prehistoric cultural groups in Arizona, including the Hohokam prehistoric cultural group. The Hopi Cultural Preservation Office supports identification and avoidance of prehistoric archaeological sites and Traditional Cultural Properties, and we consider the archaeological sites of our ancestors to be Traditional Cultural Properties. Therefore, we appreciate the FHWA and ADOT's continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office previously consulted on the eligibility of cultural resources within and beyond the existing right-of-way. We understand that 30 archaeological sites have been identified in the areas of potential effect, and that this project will have an adverse effect on at least 14 National Register eligible archaeological sites.

Regarding the determination of effect to historic properties, we defer to the State Historic preservation Office. However, regarding adverse effects to prehistoric sites, we request continuing consultation. If this corridor study is implemented, please provide us with copies of any proposed archaeological treatment plans for review and comment.

Should you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office. Thank you again for your consideration.

Respectfully,

Leigh J. Kuwanavisiwma, Director
Hopi Cultural Preservation Office

cc: Arizona State Historic Preservation Office
J. Matthew Mallory, ADOT



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

January 27, 2010

4000 North Central Avenue
State 1500
Phoenix, Arizona 85017-1500
602-376-3646

Fax: 602-382-8998

<http://www.fhwa.dot.gov/az/index.htm>

In Reply Refer To:
NH-010-DIASM
HOP, AZ

NH-010-DIASM
RAC 801-1PN 19911677-101
NH-010-DIASM
110, I-8 to Tangerine Road
Consulting Section 100 Consultation
"Adverse Effect"

Mr. Byron K. Jackson, Mayor
City of Elroy
628 North Main Street
Elroy, Arizona 85231

Dear Mr. Jackson:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting a corridor study that would result in the eventual widening of Interstate 10 (I-10) between north of Interstate 8 (I-8) to Casa Grande, Pinal County and Tangerine Road in Marana, Pima County. The proposed improvements would be federally funded, an undertaking subject to review under Section 106 of the National Historic Preservation Act. Consulting parties include FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Land Department (ASLD), the Arizona State Parks (ASP), the Bureau of Indian Affairs San Carlos Irrigation Project (SCIP), the Bureau of Reclamation (Reclamation), the Town of Marana, the City of Elroy, the City of Casa Grande, the Arizona State Museum (ASM), the San Carlos Apache Nation (SCAN), the White Mountain Apache Tribe (WMA), the Tohono O'odham Nation (TON), the Gila River Indian Community (GRIC), the Ak-Chin Indian Community, the Hopi Tribe, and the Pascua Yagui Tribe.

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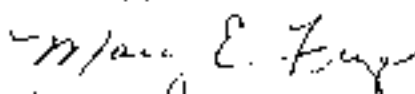
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The Peachio Peak TI currently under construction for the interim widening was designed to accommodate the ultimate improvements, and is the only portion of the interstate in this vicinity that is above grade. Therefore, the ultimate widening, all of which will be separated from the skirmish site by the Union Pacific Railroad, will not alter the characteristics of the site in any way. Accordingly, a finding of "no historic properties affected" was made with regard to the Peachio Pass Skirmish Site.

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Sincerely yours,



J. Matthew Mallory
Division Administrator

Signature for Concurrence
SH-010 (03/08)

Date

03/22/10



United States Department of the Interior

U.S. Fish and Wildlife Service

Arizona Ecological Services Field Office

2321 West Royal Palm Road, Suite 103

Phoenix, Arizona 85021-4951

Telephone: (602) 242-0210 Fax: (602) 242-2513



In Reply Refer to:

AESO/SE

22410-2010-TA-0043

November 18, 2009

Mr. Robert E. Hollis
Federal Highway Administration
Arizona Division
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

Dear Mr. Hollis:

Thank you for your letter of October 7, 2009, received in our office on October 13, 2009, requesting consultation pursuant to section 7 of the Endangered Species Act (16 U.S.C. 1531-1544), as amended (Act), in regard to the Interstate 10 (I-10) Corridor Study from the junction of Interstate 8 to Tangerine Road in Pinal and Pima counties, Arizona. The Federal Highway Administration requests concurrence from the Fish and Wildlife Service (FWS) that the proposed project may affect, but is not likely to adversely affect, the lesser long-nosed bat (*Leptonycteris curasoae vereburuenae*; L.L.NB), a species listed as endangered under the Act. Given our understanding of this project, we cannot concur with your determination as discussed below.

Description of the Proposed Action

A complete description of the proposed action, including the conservation measures, is found in EcoPlan Associates, Inc.'s September 23, 2009, Biological Evaluation (BE) and is included herein by reference. The action for which you are requesting consultation is a corridor study that evaluates highway deficiencies, freight mobility, frontage roads, traffic interchanges, and drainage features. Ultimately, I-10 could be widened from the existing four-lane roadway to ten lanes (five lanes in each direction) as a result of this corridor study.

Determination of Effects

Your request for consultation did not include a preferred alternative for implementation as determined by the corridor study. The BE does not evaluate the effects of the different alternatives considered as a result of the study and, therefore, the specific effects of implementing any of the alternatives for expanding I-10 cannot be evaluated at this time. A corridor study is too general and too early in the process for you to initiate consultation with the FWS. A clear understanding of the specific effects to listed species and their habitats that will actually occur as part of expanding I-10 is needed to complete consultation. For example, the BE indicates that expansion of I-10 would include five lanes in each direction for a total of 10

lanes. However, there is no indication if that would happen all at one time or if it would be phased over time and/or by location. The effects to listed species can be very different depending on the temporal and geographic scope of implementation of this action. In addition, we are currently evaluating petitions to list three species that occur within the project area, the cactus ferruginous pygmy-owl (*Glaucidium brasilianum cactorum*; pygmy-owl), the Sonoran desert tortoise (*Geophemus agassizii*), and the Tucson shovel-nosed snake (*Chionactis occipitalis klauberi*). Depending on the timing and location of the widening of I-10, these three species may require consultation under section 7 of the Act if they become listed. However, the specific effects and conservation measures related to these species have not been fully evaluated in the BE. Moving forward with consultation at this time would likely require the reinitiation of consultation if listing of any of these species occurs prior to implementing the widening of I-10.

The BE discusses ongoing coordination with the Arizona Game and Fish Department (AGFD) regarding wildlife habitat linkages and corridors. We fully support this effort and encourage the discussion of wildlife crossings and corridors as part of the process for the design of I-10. However, without knowing the location and type of wildlife crossing structures, we cannot fully evaluate the effects and conservation value of these actions with regard to listed species. We are willing to work with you to develop the appropriate information needed for consultation as this project moves towards implementation.

The BE contains some outdated and incorrect information. The following information is provided as technical assistance to assist you complying with the National Environmental Policy Act and in revising the BE to consider specific project implementation alternatives.

As your correspondence and the BE indicate, this project falls within the range of the LLNB, a species listed as endangered under the Act. The project area also contains habitat supporting several other species of concern such as the pygmy-owl, the Tucson shovel-nosed snake, Sonoran desert tortoise, California leaf-nosed bat (*Micronycteris californicus*), and the cave myotis (*Myotis velifer*).

This project occurs in an area that is experiencing residential and commercial development in association with the I-10 corridor. Some areas of natural desert habitat remain within the project area. Habitat for the species mentioned above has already been lost, fragmented, or is planned for development within the project area. Linear projects, such as the proposed widening of I-10, contribute to habitat fragmentation and result in barriers or impediments to wildlife movements and migration. Secondary urban development supported by improved infrastructure results in indirect effects to wildlife and wildlife habitat. For this particular project, the area around Picacho Peak, the Picacho Mountains, and the Tortolita Fan provides the highest-quality wildlife habitat within the project area. Wildlife movement between these peaks and through the associated bajadas and wash systems is important to maintaining wildlife populations in this area.

We provide the following recommendations to reduce habitat loss and fragmentation associated with this project:

- Avoid the removal of large trees and saguaros to the extent practicable. If these plants cannot be avoided, we recommend that they be salvaged and replanted within the project area. Disturbed areas should be seeded and revegetated using appropriate native plant species. Revegetation efforts with native species can reduce the likelihood that non-native, invasive plant species will become established.
- We support the efforts outlined in the BE to address the likelihood that invasive, non-native plant species will become established within the project areas. Buffelgrass is a species of particular concern.
- As indicated in the BE, numerous westerly flowing drainages cross the project area as they descend into the Santa Cruz River. Wash crossings should be maintained to the extent possible. Oversizing culverts under I-10 can help to maintain the opportunity for wildlife to move across the highway corridor. Concrete box culverts are preferred to corrugated metal culverts to promote wildlife movements. Coordinate with the Army Corps of Engineers to ensure that impacts to Waters of the U.S. and riparian vegetation are adequately mitigated.
- Minimize the number of traffic interchanges in the vicinity of the Picacho Mountains and the Tortolita Fan. These areas of high-quality wildlife habitat will suffer the indirect impacts of increased human activity and urbanization resulting from the increased access afforded by new traffic interchanges.

We provide the following species-specific recommendations:

LLNB

The LLNB is an endangered species which utilizes roosts in the mountain ranges surrounding the project area and forages on the flowers and fruits of the saguaro cactus and agaves. Some of the information regarding LLNBs in the BE does not appear to be current. A summary of recent information on LLNBs is included in our five-year review of the species found on our website, <http://www.fws.gov/southwest/cs/arizona/Lesser.htm>. Please consider information found in the five-year review, as well as the following.

- Two new LLNB roosts were located in the project vicinity in 2008. These roosts are located on the southern slope of the Santa Catalina Mountains and in Agua Caliente Canyon in the Rodington Pass area. A historical roost, located by the BLM and identified by the presence of nectar feeding bat guano, is located in the Sawtooth Mountains. These roosts are closer to the project area than some of the other roosts identified in the BE.
- A hummingbird feeder watch project has been ongoing since 2007. This project continues to document use of hummingbird feeders by LLNBs in the Tucson area, including the northwestern portion of the Tucson Basin in proximity to Tangerine Road.
- Colossal Cave, in the eastern part of the Tucson Basin, historically supported a significant LLNB maternity (spring) roost. These bats were likely dependent on saguaro

cacti as a forage resource. This roost has not been documented to support LLNB's since the 1970's due to modifications to the roost when the cave was developed commercially, but its past use indicates the potential for maternity roosts in the Tucson area.

- Minimize and/or offset impacts to saguaros. This is an important forage species for the LLNB. The BE indicates a potential loss of 356 acres of potential LLNB foraging habitat and approximately 250 saguaros. The effects of these losses cannot be evaluated until we know where they will occur.
- Avoid or minimize impacts to wash systems and wash crossings. LLNB movements between roost sites and foraging areas often occur along wash systems. Recent AGFD telemetry data show that LLNBs travel along washes and areas where lighting is absent or reduced. Temporary and permanent lighting associated with this project should be avoided or reduced in areas where it is likely that LLNBs will be foraging or traveling, such as Picacho Pass and the Tortolita Fan.
- Avoid working during the nighttime hours in areas supporting higher densities of saguaros.

Cave Myotis and California Leaf-Nosed Bat

The cave myotis is a BLM sensitive species, and the California leaf-nosed bat is a State species of concern. Both species are considered species of concern by the FWS. Known maternity roosts of both species occur on Picacho Peak in the vicinity of the proposed project.

- Bats from the known maternity roosts likely forage within the project boundaries. Avoid working during nighttime hours to reduce impacts to foraging bats.
- Avoid or minimize impacts to wash systems and wash crossings. These bats move between roost sites and foraging areas along wash systems. Washes provide important foraging habitat for these bat species.
- Avoid impacting any water sources (ponds, tanks, drainages, etc.) in proximity to the project. Water is an important resource for these bat species.

Sonoran Desert Tortoise

The FWS has been petitioned to list the Sonoran population of desert tortoise. A 90-day finding has been published, and we are currently working on a 12-month finding to determine if listing is warranted. This population is also identified as a State sensitive population. The Arizona Game and Fish Department and the FWS are currently working on a conservation plan for this population. We support the tortoise conservation measures identified in the BE and emphasize the following.

- In the area between Picacho Peak and the Picacho Mountains, use biological monitors during vegetation-clearing activities to prevent mortality of tortoises from construction equipment.
- Use drift fencing to prevent tortoise access onto I-10 and to funnel tortoises to potential crossing areas such as culverts or bridges.
- Long-term conservation of tortoises cannot be accomplished by just moving tortoises out of harm's way. Habitat loss and fragmentation are significant threats. Habitat linkages in the vicinity of the Casa Grande Mountains, Desert Peak, the Tortolita Fan, and between Picacho Peak and the Picacho Mountains should be maintained.

Tucson Shovel-Nosed Snake

We have received a petition to list the Tucson shovel-nosed snake under the Endangered Species Act. A 90-day finding for this petition has been published, and we are working on the 12-month finding to determine if listing is warranted.

- Conduct surveys in appropriate habitat (creosote flats and areas with sandy, loose soils) prior to construction to determine occupancy status for this species. Surveys should be conducted by experienced herpetologists during the appropriate season (late April – May).
- Use drift fencing to prevent snake access onto I-10 and to funnel snakes to potential crossing areas such as culverts or bridges.
- Avoid or minimize impacts to sandy wash habitat and the compaction of soils in areas of natural habitat adjacent to the project.

Cactus Ferruginous Pygmy-Owl

The BE correctly indicates that the pygmy-owl has been delisted. The FWS has received a petition to relist the pygmy-owl and has published a 90-day finding on this petition. We are currently working on the 12-month finding to determine if listing is warranted.

- In addition to the locations presented in the BE, pygmy-owls have also been documented north of Park Link Drive in 1999 and 2000, and in the Red Rock area in 2007. As the BE correctly concludes, the detection of pygmy-owls, as recently as 2007, indicates that the project vicinity can support nesting and dispersing pygmy-owls. Pygmy-owl surveys should be conducted in areas of suitable habitat within the project area for at least two consecutive years prior to initiating any construction projects.
- It is important to note that Flesch and Steidl (2007) produced a final report, *Association Between Roadways and Cactus Ferruginous Pygmy-Owls in Northern Sonora, Mexico*, that supersedes the 2004 report used in the BE. Flesch and Steidl (2007) did not evaluate any roadways that approximate the traffic volume, size, and disturbance represented by

the current or future design of I-10. In addition, contrary to the conclusion in the BE, which seems to indicate that roadways did not have negative effects on pygmy-owls, the authors state in a number of locations that there are potential negative effects associated with roadways. They state, "Nests placed closer to large roads were more likely to fail and survival of fledglings seemed lower at nest sites that were closer to roads. Consequently, selecting nests closer to roads may represent an "ecological trap" (pg. 43)"; "Although owls that nested closer to roadways were more likely to cross them, both the width of roadway corridors and traffic volume reduced the rate of crossing roadways located in or adjacent to their home ranges (pg. 43)"; and "In contrast, we found that large roadway corridors with high traffic volume may present a more significant obstacle to pygmy-owls. For these roads, principally interstate and large state highways, crossing by pygmy-owls may be facilitated by planting and maintaining large trees as close as is possible to roadway edges and in medians. (pg. 47)"

- Avoid or minimize impacts to wash systems and wash crossings. Pygmy-owl dispersal and other movements often occur along wash systems. Impacts to vegetation, especially large trees, in these areas should be avoided or minimized. Temporary and permanent lighting associated with this project should be avoided or reduced in areas where it is likely that pygmy-owl movements and dispersal will occur, such as Picacho Pass and the Tortolita Fan.
- Avoid or minimize impacts to saguaros. This is an important nesting species for the pygmy-owl. The loss of 356 acres of potential pygmy-owl habitat and approximately 250 saguaros may represent effects to pygmy-owls. However, without knowing where these effects will take place and the timing, we cannot evaluate what the effects will be.

Migratory Birds

The BE identifies the cliff swallow (*Petrochelidon pyrrhonota*) and the burrowing owl (*Athene cunicularia hypugaea*) as the only migratory birds potentially impacted by this project. We support the actions outlined in the BE for these species. However, the loss of approximately 356 acres of desert vegetation, including approximately 250 saguaros is likely to impact migratory bird species in addition to cliff swallows and burrowing owls. The Sonoran desert is a community high in bird diversity and most of these birds are protected by the Migratory Bird Treaty Act.

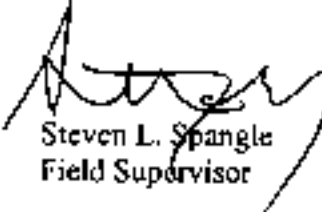
- We recommend surveys and avoidance/minimization measures for all migratory birds likely to be found within the project limits and where effects are likely.

Not all of the above recommendations are necessary for compliance with the Act. Our comments are provided to you as technical assistance regarding how effects of implementing the Corridor Study on listed or sensitive resources can be minimized and for your compliance with the National Environmental Policy Act. We look forward to working with you as specific alternatives and implementation actions are developed. When the Federal Highway Administration has adequate information regarding the specific effects of the implementation of this Corridor Study, you should coordinate with the Army Corps of Engineers to make a

determination on the effects of the preferred alternative on listed species and whether section 7 consultation, pursuant to the Act, is required. Your determination should consider specific effects and the specific areas of impact. The scope of the effects must be specifically identified and described in a more focused manner. The focus of this Corridor Study is currently too general to effectively analyze.

Thank you for your consideration of endangered and other Federal trust species. We recommend you continue to coordinate the effects of this project with the AGFD. If you have additional questions, please contact Scott Richardson at (520) 670-6144 (x242) or Sherry Barrett at (520) 670-6144 (x223).

Sincerely,



Steven L. Spangle
Field Supervisor

cc: Arizona Department of Transportation, Flagstaff, AZ (Attn: Justin White)
Assistant Field Supervisor, Fish and Wildlife Service, Tucson, AZ
Habitat Branch Chief, Arizona Game and Fish Department, Phoenix, AZ
Regional Supervisor, Arizona Game and Fish Department, Tucson, AZ (Attn: John Windes)

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United States Department of the Interior

U.S. Fish and Wildlife Service

Arizona Ecological Services Field Office

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In Reply Refer to:

AESO/SE

22410-2010-1-0043

April 13, 2010

Mr. Robert E. Hollis
Federal Highway Administration
Arizona Division
4000 North Central Avenue Suite 1500
Phoenix, Arizona 85012-3500

Dear Mr. Hollis:

Thank you for your correspondence of February 9, 2010, received on February 17, 2010. This letter documents our review of the Interstate 10 (I-10) Corridor Study from the junction of Interstate 8 to Tangerine Road in Pinal and Pima counties, Arizona, in compliance with section 7 of the Endangered Species Act of 1973 (ESA) as amended (16 U.S.C. 1531 et seq.). Your letter concluded that the proposed project may affect, but is not likely to adversely affect the lesser long-nosed bat (*Leptonycteris curasoae v. yerbabuenae*). We concur with your determinations and provide our rationale below.

BACKGROUND

A complete description of the proposed action and conservation measures is found in EcoPlan Associates, Inc.'s January 22, 2010, Biological Evaluation (BE) and is included herein by reference. The action for which you are requesting consultation is the implementation of a corridor study that evaluated highway deficiencies, freight mobility, frontage roads, traffic interchanges, and drainage features. Under implementation of this study, I-10 could be widened from the existing six-lane roadway to ten lanes (five lanes in each direction). In addition, the project includes the construction of eight new traffic interchanges, relocation of the Sunland Gin and Pinal Air Park traffic interchanges, and construction of a new traffic interchange at Henness Road on Interstate 8. These are the actions that we evaluated for effects under the ESA. Timing and scheduling of construction is largely unknown at this time, though it is assumed that, due to project size, a phased schedule would be required to distribute costs over an extended period of time, as well as to minimize impacts to motorists. The first phase of this project would be the realignment of I-10 through Picacho. Construction of this phase is anticipated to begin in 2013. The remaining elements would be scheduled as demand warrants and funding becomes available, though it should be noted that travel demand within the project corridor supports the need for a ten-lane facility by 2030.

The project area does contain elements of lesser long-nosed bat foraging habitat. Aerial photography indicates that at least 15 saguaros, an important forage species for lesser long-nosed bats, may be affected by this project. No lesser long-nosed bat roost sites will be impacted.

Conservation measures have been incorporated into the project to reduce impacts to plant and animal species. These measures include the following:

- The list of threatened and endangered species for Pima and Pinal Counties will be reviewed at each phase of construction during design. Additional consultation or coordination with the U.S. Fish and Wildlife Service will occur if appropriate depending on the baseline and conditions at the time of construction.
- During final design, surveys for burrowing owls will be conducted to determine their presence/absence from the project area and to guide the development of specific mitigation measures for this species that would be implemented before or during construction, as needed.
- If any Sonoran desert tortoises are encountered during construction, the contractor will adhere to the Arizona Game and Fish Department *Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects* (revised October 23, 2007).
- The contractor will employ a qualified biologist to complete preconstruction surveys for Sonoran desert tortoises and to conduct a Sonoran desert tortoise awareness program. Preconstruction tortoise surveys will be completed within 48 hours prior to construction in the areas to be disturbed. The Sonoran desert tortoise awareness program would be presented to contractors, contractors' employees, supervisors, inspectors, and subcontractors.
- To prevent the introduction of invasive species' seeds, all earthmoving and hauling equipment will be washed at the contractor's storage facility prior to entering the construction site and will be washed prior to leaving the construction site.
- Project landscaping and seeding will use species native to the project area.
- Plans and specifications will be developed for the salvage and transplanting of protected native plants by the contractor. Saguaro that must be moved will be replanted within the right-of-way, where possible.

DETERMINATION OF EFFECTS

We concur with your determination that this project may affect, but is not likely to adversely affect the lesser long-nosed bat for the following reasons:


- No lesser long-nosed bat roost sites are located within the project boundaries. Construction activities will normally occur outside of the daily period when lesser long-nosed bats could be foraging within the project site. Therefore, any potential direct effects on the species are discountable; and

- Indirect effects related to loss of forage or habitat removal and fragmentation will be insignificant due to the limited number of saguaros within the project area, and adherence to the conservation measures, including avoidance, salvage, and replacement of forage resources (saguaros). Conservation measures will limit impacts from the introduction of invasive plant species and will require that native species be used in the landscaping and revegetation of disturbed areas.

Because implementation of this project could occur over the next 20 years, and because implementation will occur in a phased approach, the conditions and baseline under which we evaluated the effects to listed species are likely to change. For example, new species could be listed and/or the baseline conditions and status of the lesser long-nosed bat could change from the current situation. As is indicated on pg. 17 of the BE, it is imperative that the Federal Highway Administration (FHWA), and the Arizona Department of Transportation as FHWA's agent, reassess the baseline and status of any currently listed, as well as any additional species listed under the ESA during the life of this project, for changes or conditions that would warrant a reinitiation of this consultation under the ESA. It is our understanding that such a reevaluation is standard practice for implementation of long-term, phased projects such as this. We also understand that the BE for this project will be updated as a result of applications for 404 Clean Water Act permits associated with this project and that appropriate consultation or coordination with FWS will occur as these updates are made. We support these reevaluations and reiterate the importance of reassessing the status of species listed under the ESA during this long-term project.

Thank you for your continued coordination. Should project plans change, or if information on the distribution or abundance of listed species or critical habitat becomes available, this determination may need to be reconsidered. We also encourage you to coordinate the review of this project with the Arizona Game and Fish Department. In all future correspondence on this project, please refer to the consultation number 22410-2010-1-0043. Should you require further assistance, or if you have any questions please contact Scott Richardson at (520) 670-6150 (x242) or Sherry Barrett (x223).

Sincerely,


for Steven L. Spangle
Field Supervisor

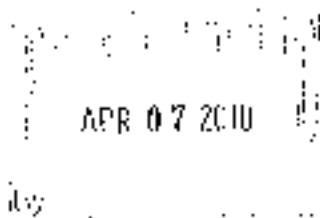
cc: Arizona Department of Transportation, Flagstaff, AZ (Attn: Justin White)
Assistant Field Supervisor, Fish and Wildlife Service, Tucson, AZ
Habitat Branch Chief, Arizona Game and Fish Department, Phoenix, AZ
Regional Supervisor, Arizona Game and Fish Department, Tucson, AZ (Attn: John Windes)



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

April 6, 2010



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In Reply Refer To:
NH-019-D(ASM)
RCP-AZ

NH-0236-D(ASM)
TRACS No. 016 PN 199118773 0.1
I-10 Corridor Study
Junction I-8 to Tangerine Road

Ms. Renee E. Bahl, Executive Director
Arizona State Parks
1300 West Washington Street
Phoenix, Arizona 85007

Dear Ms. Bahl:

The Federal Highway Administration (FHWA), in association with the Arizona Department of Transportation (ADOT), is planning improvements to Interstate 10 (I-10). The project limits begin west of Interstate 8 (I-8) at milepost (MP) 196 and extend to Tangerine Road at MP 240 (see Figures 1 and 2). The approximate 44-mile long project corridor is located within the central portion of Pinal County and the northeastern portion of Pima County between the City of Casa Grande and the Town of Marana. The proposed improvements would include expanding the existing four-lane roadway (two lanes in each direction) to 10 lanes (five lanes in each direction). In addition to the freeway widening, the project is proposing a continuous two-lane, one-way, frontage road system on each side of the freeway.

During the design of improvements for this project, FHWA has identified the need for approximately 20.5 acres of right-of-way from the Picacho Peak State Park (Park) where the park is located adjacent to the eastbound lanes of I-10 between MP 217 and 220. The Park is under the jurisdiction of the Arizona State Parks Department (ASPD), which manages Recreation and Public Purposes (R&PP) Act patented lands from the Bureau of Land Management (BLM); a portion of the Park is also under Arizona State Land Department (ASLD). Under federal transportation law Section 4(f)¹, the effect to public parks impacted by federally funded projects

¹ Section 4(f) of the Department of Transportation Act of 1966 (U.S.C. 1652)(f), as amended, commonly referred to as Section 4(f). U.S. Department of Transportation regulations implementing Section 4(f) have been codified in 23 CFR 673.4.



must be evaluated. Picocho Peak State Park is considered a Section 4(f) property because it is a park on public lands that is open for public use. Based on the evaluation herein, FHWA seeks concurrence from the ASP, BLM, and ASLD on the affects to the park as further outlined below.

Transportation Proposal

A need has been identified to improve the traffic movement on I-10 between the junction with Interstate 8 (I-8), milepost (MP) 196, and Tangerine Road, MP 240. The proposed project would increase the roadway capacity and improve operational efficiency of this portion of I-10 by providing a ten-lane divided interstate highway, conversion of the frontage roads to one way operation, and reconstruction of the existing Picocho Peak traffic interchange (40). Approximately 20.5 acres along the Park's eastern boundary, adjacent to I-10, would be impacted by the widening of the interstate highway and the parallel frontage road.

I-10 in the vicinity of the Park is located immediately adjacent to the Union Pacific Railroad's (UPRR) rail right-of-way. During the early planning stages of the project options were evaluated to avoid impacts to the Park. However, because of constraints due to the location of the railroad, none of the alternatives proved to be prudent and feasible.

- Relocation of the railroad to the north would not be possible due to the location of the historic Civil War seriminge site. Realignment of the tracks would also need to begin well beyond the Park boundaries to minimize the track curvature that would be introduced.
- Reconstruction of I-10 to go around the Park to the south would substantially increase impacts to Sonoran Desert habitat and would require the acquisition of several hundred acres of additional new right-of-way.
- Narrowing the right-of-way past the Park is considered not prudent because it would introduce a potential safety hazard by narrowing the I-10 median between opposing directions of travel.

Picocho Peak State Park Section 4(f) Evaluation

A "use" of a Section 4(f) resource, as defined in 23 Code of Federal Regulations (CFR) §771.135(c) occurs: 1) when land is permanently incorporated into a transportation facility; 2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose; or 3) when there is a constructive use of the land. A constructive use occurs when the transportation project does not incorporate land from a Section 4(f) resource, but the project's proximity substantially impairs protected activities, features, or attributes that qualify the resource for protection under Section 4(f).

The majority of the Park is located on the south side of I-10, but there are additional, smaller parcels located north of I-10 and the Union Pacific Railroad (UPRR). The Park is located on a total of 3,758 acres. Major amenities of the Park include a visitor center, group and individual camping sites, recreational vehicle camping sites, picnic areas and shelter, and hiking trails. In addition to these facilities, visitors come to the Park to view the spring wildflower bloom, wildlife and bird viewing, and the annual Civil War reenactment.

The proposed transportation improvement would have a direct use of approximately 20.5 acres of the Section 4(f) property. The approximately 20.5 acres are adjacent to I-10 along the eastern edge of the Park.

The acquisition would consist of three parcels (see Figure 3):

- 1) 9.5 acres from approximate MP 217.0 to MP 217.4
- 2) 5.7 acres from approximate MP 218.0 to MP 218.2
- 3) 5.3 acres from approximate MP 218.8 to MP 219.3

Acquisition of the 20.5 acres would constitute a use of a Section 4(f) property.

The total proposed acquisition is located within the unimproved areas of the Park and represents less than 0.6 percent of the total land area of the Park. The proposed acquisition would not include any of the Civil War skirmish site or the area used for the Civil War reenactment. Sound levels within the Park might increase slightly but are not expected to substantially increase to where abatement mitigation would be recommended. None of the other amenities described above would be substantially impacted or impaired.

The proposed project also would provide beneficial enhancements to the Park by allowing improved access to the Park from I-10. The project would upgrade the frontage road system on each side of the freeway and reconstruct the Picacho Peak Road interchange to meet current design standards. The widening of the I-10 Corridor would provide additional capacity for trans-continental traffic through this area of the state, including recreational traffic that may access the Park. The improvements at the Picacho Peak Road Interchange would better accommodate peak traffic associated with the Park, including spring flowering events and Civil War re-enactments. All of these improvements could be considered an improvement for those accessing the Park and create a more pleasurable experience for the Park users.

Additionally, FHWA and ADOT would provide mitigation for the use of Park land. Because the project is not currently programmed and construction would not take place for several years, it is not prudent to identify the specific mitigation at this time. Potential mitigation could include, among others, the following:

- Improvement of Park infrastructure (e.g., repaving of roads or parking lots).
- Access modifications to the Park.
- Construction of a perimeter road or trail around Picacho Peak.
- Landscaping enhancement of the Picacho Peak traffic interchange.
- Noise mitigation at Park campgrounds.
- Paving of roadways or parking areas.
- Habitat improvement for sensitive wildlife species (e.g., desert tortoise).
- Construction of educational kiosks related to the history and importance of Picacho Peak, or
- Providing assistance to support GIS model for the natural resource identification.

These potential mitigation measures will be included in the Environmental Assessment document and specific mitigation will be finalized during the final design phase.

An impact to a park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if the transportation use of the Section 4(f) resource does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). Use of a Section 4(f) resource is allowed when a *de minimis* impact finding can be supported by FHWA with the concurrence of the officials with jurisdiction over the Section 4(f) property.

Based upon the above considerations, the use of the Section 4(f) property would not adversely affect the activities, features, and attributes of the R&PP Act patented land and those that qualify

the resource for protection under Section 4(f), and the impacts resulting from the use of the Section 4(f) property would be *de minimis*.

The Federal Highway Administration and ADOT want to ensure that ASP concurs with our assessment that the construction of the proposed transportation improvements would not interfere with the intended uses of Pinalo Peak State Park, that the transportation improvements would not adversely affect the features and attributes that qualify the resource for protection under Section 4(f), and that the impacts would be *de minimis*. If your agency concurs with these findings please sign below and return a copy of this letter to FHWA.

Please do not hesitate to call Mary Frye at (602) 382-8979 with any questions or comments. Your assistance is appreciated.

Sincerely,

Mary E. Frye

Mary E. Frye
Robert L. Hollis
Division Administrator

Concurrence:

Rebecca E. Bahl

Arizona State Parks Department
NH-610-DI ASMA

23 April 2010

Date

Enclosures



U.S. Department
of Transportation
Federal Highway
Administration

ARIZONA DIVISION

September 24, 2007

400 East Van Buren Street,
Suite 410
Phoenix, Arizona 85004-0674
602-379-3646

In Reply Refer To:
HOP-AZ

RECEIVED/SENT
SEP 26 2007

Control # _____
Description: _____

NH-010-D (ASM)
010 PN 199 H6773 011.
I-10 Corridor Study, Ict. 1-8 to Tangerine Road
Section 4(f) *de minimis* finding

Mr. Kenneth Travous, Executive Director
Arizona State Parks
1300 West Washington Street
Phoenix, Arizona 85007

Dear Mr. Travous:

The Federal Highway Administration (FHWA) in cooperation with the Arizona Department of Transportation (ADOT) are preparing an Environmental Assessment (EA) for proposed improvements to Interstate 10 (I-10) near its junction with I-8 between milepost (MP) 196 and Tangerine Road at MP 240 (see attached letter dated May 21, 2007).

For FHWA and ADOT to move forward, we would like to initiate consultation with Arizona State Parks (ASP) and the Picacho Peak State Park (Park) regarding

- The need to acquire right-of-way (ROW) from the Park;
- FHWA's obligation to meet the requirements of Section 4(f) of the United States Department of Transportation (USDOT) Act (Title 23 U.S.C Section 138 and Title 49 Section 303);
- FHWA's recommendation to make a Section 4(f) *de minimis* finding (Section 6009[a] of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users [SAFETEA-LU]) concerning the proposed R/W acquisition from the Park.

I respectfully invite your participation in this Section 4(f) *de minimis* process. We believe it is in ASP's best interest to participate in this process because the EA would include a set of mitigation measures that would be included with the project to offset these potential impacts. This is your opportunity to provide valuable input into the Environmental Process that could benefit the Picacho Peak State Park.

**MOVING THE
AMERICAN
ECONOMY**

Please contact Steve Thomas (FHWA Environmental Program Manager) at 602-379-3646 or Karen Whitlock at ADOT (520-388-4251) to begin discussions. Thank you for your attention to this matter and we look forward to a collaborative consultation with ASP and the Park.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosures: Letter dated May 21, 2007 w/ Attachments

cc:

Victor Yang (050P)

Greg Gentsch (T-100)

SThomas

TDeitering

Karen Whitlock (T-100)

Bruce Eilerts (EM-04)

Michael Kies, DMJM Harris, Consultant Project Manager

Serelle Laine, DMJM Harris, Environmental Planning Manager

Robert Young, Park Manager, Piencho Peak State Park

SDThomas:edm



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

August 13, 2009

4000 North Central Avenue,
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602-379-3646
602-382-8998

<http://www.fhwa.dot.gov/azdiv/index.htm>

In Reply Refer To:
NII-010-D(ASM)
EOP-AZ

NII-010-D(ASM)
TRACS No. 010 PN 199 (1677) 011.
I-10 Corridor Study, Jct. 1-8 to Tangerine Road

Ms. Jamelya Curtis
Environmental Protection Agency, Region IX
Sole Source Aquifer
Ground Water Office, WTR-9
75 Hawthorne Street
San Francisco, California 94105

Dear Ms. Curtis:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are preparing a corridor study of Interstate 10 (I-10) between Earley Road at milepost (MP) 196 and Tangerine Road at MP 240 (Figures 1, 2 and 3). The approximately 41-mile project corridor is within the central portion of Pinal County and the northeastern portion of Pima County between the City of Casa Grande and the Town of Marana. In compliance with the National Environmental Policy Act of 1969 and FHWA regulations, potential environmental impacts will be evaluated in an Environmental Assessment.

The interstate is a heavily used coast-to-coast highway and is a regular route for large, load-bearing trucks traveling between California and New Mexico and beyond. It is the primary highway connecting central and western Arizona with the southern and southeastern portions of the state, and it connects metropolitan Phoenix with metropolitan Tucson. Use of the highway by local commuters and population growth in Phoenix, Tucson, and other jurisdictions along the project corridor have increased traffic volumes and degraded the level of service provided. Projected population growth is expected to further compound the existing freeway capacity deficiency.

The purpose of the study is to establish a plan to guide the development of I-10 through 2030. The study will evaluate highway deficiencies, freight mobility, frontage roads, traffic interchanges, and drainage features.



The ultimate widening of I-10 would include expanding the existing six-lane roadway (three lanes in each direction) to ten lanes (five lanes in each direction). Access improvements at existing interchanges, locations for new interchanges, and a parallel one-way frontage road system will be identified and recommended.

A portion of the study area is within the Upper Santa Cruz & Avra Basin Sole Source Aquifer designated area. Perched water tables are in the southern portion of the project area near Tangerine Road. Groundwater was encountered at two boring locations during geotechnical investigations for a different ADOT project at depths of approximately 57 feet and 67 feet. Groundwater was not encountered in the other borings drilled for that project.

Historic well data obtained from the Arizona Department of Water Resources indicate that the regional groundwater depth has ranged from approximately 150 to 180 feet below ground surface along I-10 in the vicinity of Tangerine Road. Groundwater levels could fluctuate due to seasonal variations, irrigation, groundwater withdrawal or recharge, and other factors not apparent at the time of the most recent fieldwork.

No additional consumption of water, impact to aquifer recharge or discharge areas, impacts to new wells, or discharges of pollutants into existing wells or the aquifer are anticipated during the ultimate construction. As each segment of the proposed corridor is constructed, a letter will be sent to the Environmental Protection Agency (EPA) regarding the exact scope of work and to request review and concurrence.

In accordance with the November 2002 Memorandum of Understanding Section between the U.S. Environmental Protection Agency (EPA) and the Federal Highway Administration (FHWA) regarding the Section 1424(c) Sole Source Aquifer evaluation, we request concurrence on a finding of no impact to the Upper Santa Cruz & Avra Basin Sole Source Aquifer. Mitigation measures requesting additional coordination with EPA that would be required during final design will be included in the Environmental Assessment. If you have comments or require additional information about this study, please contact Mary Frye, FHWA, at 602-382-8979 or MaryFrye@dot.gov; or Dee Phan, ADOT Environmental Planning Group, at 602-712-8633 or dphan@azdot.gov. If you concur with this recommendation, please indicate by signing below and returning a signed copy to Mary Frye at the FHWA.

Sincerely,

MARY E. FRYE

Robert E. Hollis
Division Administrator

Signature for EPA Concurrence
NEI-010-D(ASM)

Date

Enclosures
cc:
MFrye, DPhan EM02
MFrye:cdm

From: Curtis.Jamelya@epamail.epa.gov [mailto:Curtis.Jamelya@epamail.epa.gov]
Sent: Wednesday, September 09, 2009 4:24 PM
To: maryfrye@dot.gov; Dee Phan
Subject: SSA review request: NH-010-D(ASM), I-10 Corridor Study

Good Afternoon:

Thanks for your notifying EPA of the FHWA and AZDOT planned 41-mile project corridor study of Interstate 10 between mileposts 196 and 240 in Arizona. Your August 13, 2009 letter requests EPA concurrence that the proposed project will not impact the Upper Santa Cruz and Avra Basin sole source aquifer. Based on the information you provided, it seems as if the aquifer will not be negatively impacted and no significant public health affects have been identified. Please continue to keep EPA informed as the project progresses.

Jamelya Curtis
Ground Water Office
U.S. Environmental Protection Agency
Region IX
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2009

**Picacho Water Improvement Corporation
PO Box 44
Picacho, AZ 85241**

1/7/2009

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RE: ADOT Picacho realignment impact on Picacho Water Improvement Corporation

Dear Sirs:

On 10/15/08, ADOT distributed a letter to Picacho regarding the impact of the realignment of I-10 through the community of Picacho. Attached to the letter was an FAQ document. The first bullet read:

| | |
|---------------------|---|
| Question: | "Will the freeway realignment affect our water supply?" |
| ADOT Answer: | "No, the realignment of the freeway will not affect the Picacho water well." |

This statement is incorrect and offers false reassurance to our water users. Unfortunately, ADOT did not communicate with PWIC officials in coming to this false conclusion.

Originally, PWIC was in close communication with Laurel Parker of ADOT. She left ADOT and, apparently information was not transferred. We have spoken to other ADOT agents since and have submitted "As-Builts" of our water system over a year ago as requested by ADOT.

On October 1, 2008, our engineer, Engineering and Environmental Consultants (EEC), represented by Edward Geiser, P.E. attended the monthly project meeting at the ADOT

Tucson District office. At that meeting Mr. Geiser furnished another set of "As-Built" system plans and Presented an exhibit showing the proposed I-10 realignment superimposed over the existing water main locations.

PWIC has provided water to the unincorporated Village of Picacho since 1961. Our CCN includes 4 sections of land on both the North and South sides of I-10. This letter will provide you with some details of the impact of the ADOT expansion on our small company. Simply put, the ADOT expansion will be fatal to PWIC. Without redress, it will be impossible for us to continue to providing water service.

INFORMATION

The ADOT project creates the following obstacles for PWIC:

1. The new I-10 is placed directly over our main supply lines.
2. The expansion eliminates 40 water connections of our total 135. The revenue loss would make our system financially nonviable.
3. The expansion isolates our water campus, sandwiching it between the North access road (one way west) and the Union Pacific railroad. We understand that the Union Pacific Railroad (UPRR) is expanding by one rail on the south and two rails north of its present lines which will place rail traffic perilously close to our water campus. UPRR is currently undertaking drainage improvements along this section from Tucson to the west. The north property line of our water campus is contiguous with UPRR's south Right-of-Way. We have not been informed of what impact these drainage improvements will have on our facilities. The dual impact of ADOT and UP makes staying where we are imprudent. We must relocate our well and 200,000 gallon storage tank to the south side of the existing I-10. The relocation requires we buy land, drill a new well, construct a storage tank, connect to the present system and reconfigure our supply lines. Probably the system would have to be divided with independently functioning units North and South of I-10. The time frame to do so is already short. A preliminary estimate of our expenses to accomplish these changes is \$2,000,000. Our engineer has begun to study our situation and to work with ADOT.
4. Relocating south of I-10 places PWIC in the APS electric district where electricity costs are 50 % greater than the ED4 district North of I-10. Power costs represent 25-30% of PWIC'S expenses. This will have an ongoing impact on the cost of operations; unless ED4 supply lines are extended approximately 1/2 mile to our facility (We have been told that this is feasible).

5. The situation is extremely complex. The mere expense of reengineering our system and applying for an emergency rate increase with the ACC is beyond our means.

Picacho is a financially deprived area. The welfare of our users must be preserved. Without adequate and timely compensation for ADOT's impact, our users will experience undue economic hardship. We must be able to provide the same level of service, at the same cost to our users during and after the I-10 realignment.

Our only other option is to abandon the water company to Pinal County to operate in order to assure provision of essential water services. We expect they would be faced with the same financial reality as we are.

REQUESTED ACTIONS

1. We request that ADOT immediately conduct a study of the financial impact of the I-10 expansion on PWIC at ADOT's expense.
2. We ask that you provide financial help to us immediately for: a) engineering planning (The needs and cost go well beyond the scope of a current capital improvement grant from WIFA) and b) to compensate us for emergency application to the ACC for a rate increase. A rough estimate is \$50,000 (\$35,000 for engineering + \$15,000 for rate increase). We need these funds to investigate, in a timely manner, the options we may have to continue providing water services. Infrastructure changes, of course, take time to implement.

Sincerely,

Hank Holmes

Hank Holmes
President,
Picacho Water Improvement Corporation
happyholmes904@yahoo.com
Ph 541-905-1563

CC:

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APPENDIX H

GLOSSARY

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A-Weighted Decibel (dBA): Sound levels are measured on three weighted scales: A, B, and C. The A scale most closely represents the range of human hearing; therefore, measurements of roadway noise use the A-weighted decibel. The approximate threshold of hearing is 0 dBA, while the approximate threshold of pain is 140 dBA. Most suburban areas have daytime noise levels ranging from 50 to 70 dBA.

CANAMEX - The CANAMEX Trade Corridor is a priority route traversing Arizona, Nevada, Utah, Idaho, and Montana, linking to the Canadian province of Alberta and to the Mexican states of Sonora, Sinaloa, Nayarit, and Jalisco. In central Arizona, the Corridor is to follow I-10 from Tucson to I-8 near Casa Grande, I-8 west to SR 85 near Gila Bend, SR 95 north to I-10 near Buckeye, I-10 west to Wickenburg Road, and Wickenburg Road to Vulture Mine Road west of Wickenburg, and then connect with the US 93/US 60 Wickenburg Bypass.

Carbon Monoxide (CO) – A colorless, odorless gas resulting from the incomplete combustion of carbon-based fuels, including petroleum products. In most areas, vehicle emissions are the primary source of carbon monoxide.

Collector/Distributor Roads- Often abbreviated C/D Road, is a one-way road next to a freeway that is used for some of the ramp movements that would otherwise merge into or split from the main lanes of the freeway. The purpose of a C/D road system is to eliminate weaving and reduce the number of ingress and egress points on the through roadways while satisfying the demand for access to and from a freeway.

Contractor – Is a group or individual contracted to conduct work for government agencies. The responsibilities of a contractor working on a roadway contract are the supplying of all material, labor, equipment (engineering vehicles and tools) and services necessary for the construction of the project.

Criterion A – Cultural resources may qualify for listing in the National Register of Historic Places under this criterion if they are associated with events that made a significant contribution to the broad patterns of our history.

Criterion B – Cultural resources may qualify for listing in the National Register of Historic Places under this criterion if they are associated with the lives of persons significant to our past.

Criterion C – Cultural resources may qualify for listing in the National Register of Historic Places under this criterion if they embody the distinctive characteristics of a type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D – Cultural resources may qualify for listing in the National Register of Historic Places under this criterion if they have yielded, or may be likely to yield, information important in prehistory or history. Unless preservation in place is warranted, Criterion D cultural resources sites generally do not qualify for protection under Section 4(f) of the federal Department of Transportation Act of 1966, as amended.

Cumulative Impact – The impact on the environment that results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or nonfederal) or person undertakes such other actions.

Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Design Concept Report (DCR) – The purpose of a Design Concept Report (DCR) is to document a design concept study that develops a long-range plan for a highway corridor. The DCR will provide guidance for future decisions regarding the ultimate improvements required to meet future traffic demands along a section of highway.

Design Speed – Is the maximum speed at which a motor vehicle can be operated safely on that road when conditions are so favorable that the design features of the highway govern.

Directional Ramps – A ramp associated with high speed exits, typically between two freeways, which provides a direct connection between two highways without the interruption of at grade intersections.

Floodplain – A lowland and relatively flat area that adjoins inland and coastal waters and is covered with water during floods.

Grade Separation – Is the process of aligning two roadways at different heights (grades) so that they will not disrupt the traffic flow on each other where they cross. Bridges, tunnels, or a combination of both can be built at the junction to achieve the needed grade separation.

Horizontal Curves – Provides a transition between two tangent strips of roadway, allowing a vehicle to negotiate a turn at a gradual rate rather than a sharp cut. The design of the curve is dependent on the intended design speed for the roadway, as well as other factors, including drainage and friction. These curves are semicircles, to provide the driver with a constant turning rate, with radii determined by the laws of physics surrounding centripetal force.

Level of Service (LOS) – The operating performance of a freeway segment or intersection. Level of service is a qualitative description of operation based on the degree of delay and maneuverability, ranging from LOS A (best traffic conditions) to LOS F (worst traffic conditions).

Milepost (MP) – A series of numbered markers placed along a road or highway at regular 1-mile intervals. Mileposts are constructed to indicate either distance traveled or remaining distance to a destination. The term is sometimes used to denote a location on a road even if no physical sign is present, and is useful for accident reporting or other recordkeeping.

National Register of Historic Places (NRHP) – The official Federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. Properties eligible for listing in the National Register contribute to an understanding of the historical and cultural foundations of the nation. The National Register includes all prehistoric and historic properties within the National Park Service system, National Historic Landmarks, and properties significant in national, state, or local prehistory and history.

Non-attainment – Any area that does not meet or that contributes to ambient air quality in a nearby area that does not meet the national primary or secondary ambient air quality standard for the pollutant.

Noise Barrier – A solid wall or earthen berm that breaks the line-of-sight between the roadway and noise receiver location, reducing the noise level at the receiver.

Coarse Particulate Matter (PM₁₀)– This pollutant, measuring 10 microns or less in diameter, consists of suspended dust, fibers, combustion ash, and other fine particles. The major source is industrial emissions, but PM₁₀ also results from diesel vehicle emissions, travel on unpaved roadways, and agricultural and construction activities.

Right-of-Way – A parcel of land that the public at large has a legal right to traverse in some specified manner. A right-of-way is a strip of land granted to a public agency for a rail line, highway, or other transportation facility that permits the public to travel over it.

Rubberized Asphalt – This material consists of regular asphalt paving mixed with ground-up, used tires. Rubberized asphalt is generally smoother, helping reduce tire noise.

Secondary Impact – A change that is caused by an action and is later in time or farther removed in distance, but is still reasonably foreseeable. Secondary impacts may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and the related effects on air, water, and other natural systems, including ecosystems.

Superelevation – The superelevation of a roadway, sometimes referred to as cross slope or camber, is the inclination of the bed of a banked road or railroad. A superelevation that is not zero results in a banked turn, allowing vehicles to traverse the turn at higher speeds than would otherwise be possible.

Temporary Construction Easement (TCE) – An area of land located outside the established right-of-way that will be required for use by the contractor during construction of a roadway project. Once the project is complete, any rights of entry to the easement will be revoked and the property returned to its original condition before construction began.

Traffic Interchange – In the field of roadway design, a traffic interchange is a road junction that utilizes a grade separation and one or more ramps to permit traffic on at least one roadway to pass through the junction without crossing any other traffic stream. Typically a traffic interchange provides enough ramps to provide access from any direction of any road in the junction to any direction of the other road.

Transcontinental Highway – A transcontinental highway is a highway that crosses a continent from coast to coast. Terminals are at, or connected to, different oceans. Interstate 10 crosses the North American continent from the Pacific Ocean to the Atlantic Ocean.

Transportation corridor – A tract of land in which at least one main line for transport, be it road, rail, or canal, has been built. Often new transport lines are built alongside existing ones to minimize the area affected by pollution.

Underpass – A passage, road, etc. running under something; esp., a passageway for vehicles or pedestrians that runs under a railway or highway.

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